



**Base Realignment and Closure  
Program Management Office West  
1455 Frazee Road, Suite 900  
San Diego, California 92108-4310**

**CONTRACT No. N68711-98-D-5713  
CTO No. 0068**

**ACTION MEMORANDUM  
December 2008**

**DCN: ECSD-5713-0068-0003**

**NON-TIME-CRITICAL REMOVAL ACTION  
FOR THE PCB CONTAMINATION  
AT INSTALLATION RESTORATION SITE 29, HANGAR 1  
FORMER NAVAL AIR STATION MOFFETT FIELD  
MOFFETT FIELD, CALIFORNIA**

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<b>Site Status:</b>	<b>National Priorities List</b>
<b>Category of Removal:</b>	<b>Non-Time-Critical Removal Action</b>
<b>CERCLIS ID No:</b>	<b>CA2170090078</b>
<b>Site ID No.:</b>	<b>29</b>
<b>Date:</b>	<b>December 2008</b>



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## ABBREVIATIONS AND ACRONYMS

§	section
§§	sections
µg/m <sup>3</sup>	micrograms per cubic meter
AM	Action Memorandum
ARAR	applicable or relevant and appropriate requirement
BAAQMD	Bay Area Air Quality Management District
BMP	best management practice
BRAC	Base Realignment and Closure
Cal. Code Regs.	California Code of Regulations
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
C.F.R.	Code of Federal Regulations
COC	contaminant of concern
DoD	Department of Defense
EDM	Eastern Diked Marsh
EE/CA	Engineering Evaluation/Cost Analysis
et seq.	and the following ones
Harding ESE	Harding Environmental Science and Engineering
IR	Installation Restoration
IRP	Installation Restoration Program
LDR	land disposal restriction
mg/kg	milligrams per kilogram
MROSD	Midpeninsula Regional Open Space District
NAS	Naval Air Station
NASA	National Aeronautics and Space Administration
Navy	U.S. Department of the Navy
NCP	National Oil and Hazardous Substances Pollution Contingency Plan
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
NTCRA	Non-Time-Critical Removal Action
PAI	Professional Analysis, Incorporated

## **ABBREVIATIONS AND ACRONYMS**

(Continued)

PCB	polychlorinated biphenyl
PRG	Preliminary Remediation Goal
RAO	removal action objective
RCRA	Resource Conservation and Recovery Act
SWPPP	Stormwater Pollution Prevention Plan
TCRA	time-critical removal action
tit.	title
TSCA	Toxic Substances Control Act
TtFW	Tetra Tech FW, Inc.
U.S.C.	United States Code
USEPA	U.S. Environmental Protection Agency
Water Board	San Francisco Bay Regional Water Quality Control Board

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**December 2008**

**SUBJECT: ACTION MEMORANDUM FOR  
NON-TIME-CRITICAL REMOVAL ACTION FOR THE  
PCB CONTAMINATION AT INSTALLATION RESTORATION SITE 29  
HANGAR 1, FORMER NAVAL AIR STATION MOFFETT FIELD  
MOFFETT FIELD, CALIFORNIA**

<b>Site Status:</b>	<b>National Priorities List</b>
<b>Category of Removal:</b>	<b>Non-Time-Critical Removal Action</b>
<b>CERCLIS ID No.</b>	<b>CA2170090078</b>
<b>Site ID No.:</b>	<b>29</b>

## **1.0 PURPOSE**

The purpose of this Action Memorandum (AM) is to document, for inclusion in the Administrative Record, the U. S. Department of the Navy's (Navy's) decision to undertake a Non-Time-Critical Removal Action (NTCRA) to control the release of polychlorinated biphenyls (PCBs) at Hangar 1 at the former Naval Air Station (NAS) Moffett Field (Moffett), California (Figures 1-1 and 1-2). This NTCRA will be performed in accordance with current U.S. Environmental Protection Agency (USEPA) and Navy guidance documents for an NTCRA under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA).

The U.S. Department of Defense (DoD) has the authority to undertake response actions, including removal actions, under CERCLA, Title 42 United States Code (U.S.C.) Section (§) 9604, Title 10 U.S.C. § 2701 et seq., and federal Executive Order 12580. This includes the authority to undertake removal actions to address "pollutants or contaminants" that "may present an imminent and substantial danger to the public health or welfare" pursuant to 42 U.S.C. § 9604(a) (1) (B).

This removal action constitutes a "non-time-critical removal action" as defined in USEPA Office of Solid Waste and Emergency Response Directive 9318.0-05, and is being implemented as provided in Title 40 Code of Federal Regulations (C.F.R.) § 330.415(n)(2). The removal action performed under this AM is deemed consistent with the factors set forth within the National Oil



and Hazardous Substances Pollution Contingency Plan (NCP), 40 C.F.R. Part 300. Further, this removal action is consistent, to the maximum extent possible, with Chapter 6.8 of the California Health and Safety Code.

The proposed NTCRA is removal of the Hangar 1 siding and application of a coating to the surfaces of the hangar's steel infrastructure. The NTCRA consists of the complete removal of the siding, demolition or deconstruction of interior structures, removal of all debris to appropriate off-site disposal or recycling facilities, and application of a weather-resistant epoxy coating to the hangar's structural steel frame.

## **2.0 SITE CONDITIONS AND BACKGROUND**

This section describes the site location and background, other actions to date, release or threatened release, and roles of state and local authorities for the NTCRA for the PCB contamination at Installation Restoration (IR) Site 29, Hangar 1 at the former NAS Moffett Field (CERCLIS ID No CA2170090078).

### **2.1 SITE LOCATION AND DESCRIPTION**

Moffett encompasses approximately 2,200 acres in Santa Clara County, California. It is located approximately 35 miles south of San Francisco, 10 miles north of San Jose, and approximately 1 mile south of San Francisco Bay (Figure 1-1). Located immediately adjacent to Moffett, but physically separated by dikes, are U.S. Fish and Wildlife Service ponds, the Stormwater Retention Pond, and wetlands to the north; a Lockheed Martin facility to the east; U.S. Highway 101 (Bayshore Freeway) to the south; Stevens Creek to the west; and the Midpeninsula Regional Open Space District (MROSD) to the northwest. Offices, residences, public areas, and industrial facilities are located within a 1-mile radius of Moffett (Navy, 2008).

Hangar 1 is situated west of the Moffett runways between Sayre Avenue and Cummins Avenue (Figures 1-2 and 2-1). It is a large structure measuring 1,133 feet long, 308 feet wide, 198 feet high, and is constructed with a steel frame and corrugated siding (Figure 2-2). The siding consists of Robertson Protected Metal, known to contain both PCBs and asbestos. In addition, Hangar 1 was coated with lead-based paint. In 2003, the Hangar 1 exterior was coated with an asphalt-emulsion. The area surrounding the hangar is paved, with the exception of several small areas of sod located adjacent to the hangar. The hangar frame is structural steel, which was coated with a lead-based paint that contains PCBs. The interior floor is concrete.

#### **2.1.1 Site Background**

This section provides historical background for both Moffett and Hangar 1.

##### **2.1.1.1 Moffett History**

Moffett was commissioned as NAS Sunnyvale in 1933 to support the West Coast dirigibles for the Lighter-Than-Air program. In 1935, NAS Sunnyvale was transferred to the U.S. Army Air Corps. In 1939, the National Advisory Committee for Aeronautics, the predecessor to the National Aeronautics and Space Administration (NASA), established Ames Aeronautical Laboratory on land northwest of Moffett, which later became NASA Ames Research Center. NAS Sunnyvale was returned to Navy control in 1942 and was renamed NAS Moffett Field. Since the 1950s, the primary mission of NAS Moffett Field was to support anti-submarine warfare training and patrol squadrons.

Environmental restoration activities began at Moffett in 1983 as part of the Navy's Installation Restoration Program (IRP). Under the IRP, the Navy is responsible for assessing, investigating, and responding to releases of hazardous substances that present a potential risk to human health and the environment. Under CERCLA, as stated in 40 C.F.R., § 300.175(b)(4), "DoD has responsibility to take all action necessary with respect to releases where either the release is on, or the sole source of the release is from, any facility or vessel under the jurisdiction, custody, or control of DoD." All of the sites identified through the IRP were investigated, and many have been closed.

In 1987, the USEPA placed Moffett on the National Priorities List. Environmental investigation and restoration activities at Moffett are coordinated under a Federal Facilities Agreement signed by the Navy, USEPA, California Environmental Protection Agency, and San Francisco Bay Regional Water Quality Control Board (Water Board) on September 14, 1990.

In 1992, NAS Moffett was designated for closure as an active military base under the DoD Base Realignment and Closure (BRAC) Program. NASA, which already operated the Ames Research Center on the northern side of the base, assumed control of the facility in July 1994 and currently is the federal property manager for Moffett. Current federal and state agencies located at Moffett include the U.S. Department of the Army, U.S. Department of the Air Force, and California Air National Guard. These resident agencies use the federal airport and provide facilities for military personnel and their families, including family housing, a commissary, a military clinic, a service station, tennis courts, and an 18-hole golf course.

#### **2.1.1.2 Hangar 1 History**

Hangar 1 was built in 1932 to house the airship *U.S.S. Macon*. After Hangar 1 was no longer used to house Navy Lighter-Than-Air program aircraft, both the Army and the Navy used the hangar for aircraft maintenance, training facilities, and office space. In 1994, as part of the transfer of Moffett to NASA under the BRAC program, the property management responsibility for Hangar 1 was transferred to NASA. NASA used Hangar 1 for air shows, open houses, the Moffett Field Museum, and various commercial and public functions until building occupants were relocated due to concerns about potential exposure to PCB and lead contamination. Hangar 1 has been closed to all uses except access by essential maintenance, abatement, or environmental cleanup personnel since May 2003.

#### **2.1.1.3 Hangar 1 National Register Eligibility**

Hangar 1 is individually eligible for the National Register of Historic Places (NRHP) and is a contributing element of the United States NAS Sunnyvale California – Historic District (Historic District), which is listed on the NRHP. The NRHP lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. To be eligible for listing in the NRHP, a property must possess both "significance" and

“integrity” of location, design, setting, materials, workmanship, feeling, and association. When evaluated within its historic context, a property’s significance is judged by the application of the four National Register Criteria for Evaluation. In accordance with 36 C.F.R., Part 60.4, a property may be determined eligible for listing in the NRHP if it meets at least one of four main criteria:

- Criterion A: Properties that are associated with events that have made a significant contribution to the broad patterns of our history.
- Criterion B: Properties that are associated with the lives of persons significant in history.
- Criterion C: Properties that embody the distinct characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D: Properties that have yielded, or may be likely to yield, information important in prehistory or history.

The Historic District is eligible at the national level of significance under Criteria A and C and has two periods of significance: 1930–1935 and 1942–1946. The noncontiguous Historic District is eligible under Criterion A for its associations with the Lighter-Than-Air program and the contributing element of the Historic District, which is based on the contributions that program has made to history under the themes of coastal defense and naval technology. The Historic District is also eligible under Criterion C for its distinctive master plan and architecture, including a landscaped “commons,” massive airship hangars (Hangar 1 and two smaller hangars), and “fine regional examples of Spanish Colonial Revival design” (Navy, 1994).

The NRHP nomination for the Historic District indicates that Hangar 1 is eligible for the NRHP under Criteria A and C for its association with a significant episode in the development of naval aviation prior to World War II, and as an example of early twentieth-century military planning, engineering, and construction in the Streamline Moderne architectural style (Navy, 1994). As part of the Art Deco movement, Streamline Moderne “emphasized horizontal aspects of design and is characterized by curved end walls, rounded corners, and flush windows” (Navy, 1994). Reuse guidelines for Hangar 1 that were developed in 2001, before knowledge of the PCB contamination, identified these Streamline Moderne elements at Hangar 1 and explained that the hangar’s materials and construction method were innovative for the time (Page & Turnbull, Inc., 2001). Thus, the guidelines identified both the Streamline Moderne form and the corrugated metal panels on the exterior as two of several character-defining exterior features (Page & Turnbull, Inc., 2001).

### 2.1.2 Removal Site Evaluation

In 1991, NASA completed construction of a stormwater settling basin that is approximately 2,000 feet northwest of Hangar 1, to limit sediment transport to IR Site 25, which includes the Eastern Diked Marsh (EDM), stormwater retention pond, and MROSD property. This action also reduced contaminant migration. The stormwater settling basin is located at the upstream end of a series of catch basins that control stormwater runoff from the western side of Moffett. The location of the settling basin is shown on Figure 2-1. In 1997, during routine cleanout and sampling activities conducted by NASA, a relatively uncommon PCB, Aroclor 1268, was reported in sediment samples from the settling basin (Professional Analysis, Incorporated [PAI], 2002). Analytical results showed concentrations of Aroclor 1268 in the sediment samples ranging from 0.05 milligram per kilogram (mg/kg) to 0.8 mg/kg (PAI, 2002). In general, PCBs were formerly used in equipment as insulating materials and, to a lesser extent, in building materials as fire retardants. PCBs are probable human carcinogens and ecological toxins that bioaccumulate in the environment. Because of the persistence and toxicity of PCBs in the environment, their manufacture was discontinued in the United States in 1977.

Because of the particular mixture of PCBs detected in sediments, Hangar 1 was suspected as a possible PCB source and was added to the Navy's IRP as IR Site 29. Actions were taken to control the PCB contamination found in the storm drain system. Investigations into PCB locations, concentrations, and sources were conducted on a variety of media including the settling basin of the EDM, stormwater, building materials, storm sewer sediment, and air.

Sampling to confirm the presence of PCBs in the exterior construction materials at Hangar 1 was conducted in October 2002. Samples collected from the various surface materials of the structure, including the flat roof, roof sealant, window putty, and coating on the exterior siding, were analyzed (Benchmark Environmental Engineering, 2003). The sample results confirmed that Hangar 1 was a source of the PCBs reported in the settling basin. Analytical results indicated that Aroclor 1260 and Aroclor 1268 were present at significantly elevated levels in the siding and were present at relatively low to nondetectable levels in the flat roof materials, roof sealant, and window putty.

Following the discovery of elevated levels of PCBs in the interior paint of Hangar 1, two separate investigations of the ambient air inside and outside the hangar were conducted. In October 2002, NASA sampled for PCBs and lead in air inside and outside the hangar. In November 2002, Harding Environmental Science and Engineering (ESE) sampled and analyzed for PCBs and lead in air inside and outside the hangar. The NASA PCB sampling results indicated that Aroclor 1268 was not detected in ambient air outside of the hangar (NASA, 2003). However, Aroclor 1268 was reported in the samples from inside the hangar at concentrations from 0.0888 to 0.1115 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ). For the direct-contact exposure pathway of ambient air, the USEPA Region 9 Preliminary Remediation Goal (PRG) for PCBs is  $0.0034 \mu\text{g}/\text{m}^3$ .

The Harding ESE PCB sampling results indicated that Aroclor 1268 was not detected in ambient air outside of the hangar (Harding ESE, 2002). This and other investigations indicated that Aroclor 1268 was inside the hangar at concentrations from 0.0292 to 0.1115  $\mu\text{g}/\text{m}^3$ . All of the indoor air samples exceeded the PCB PRG.

The lead sampling results indicated that lead was present in ambient air outside of the hangar (Harding ESE, 2002) at concentrations from 0.0041 to 0.0093  $\mu\text{g}/\text{m}^3$ . Lead was reported in the samples from inside the hangar at concentrations from below the detection limit to 0.0127  $\mu\text{g}/\text{m}^3$ . The California Air Resources Board promulgated a California Ambient Air Quality Standard of 1.5  $\mu\text{g}/\text{m}^3$ . All of the air samples analyzed for lead were below the California Ambient Air Quality Standard.

## **2.2 OTHER ACTIONS TO DATE**

This section describes the previous actions and current actions, and the entities that conducted or are conducting them.

### **2.2.1 Previous Actions**

NASA and the Navy previously conducted actions at IR Site 29 and Hangar 1, as described below.

#### **2.2.1.1 Time-Critical Removal Action Conducted by NASA**

NASA notified the Water Board of the presence of Aroclor 1260 and Aroclor 1268 within the stormwater collection trench in a letter dated July 1, 2003 (NASA, 2003). In September 2003, NASA implemented an action to remove sediments contaminated with PCBs from the stormwater collection trench located around the perimeter of Hangar 1 and to remove potentially affected sediments present on paved surfaces immediately surrounding the structure. NASA's action involved cleaning out and characterizing sediment residue in the stormwater collection trench surrounding Hangar 1.

#### **2.2.1.2 Time-Critical Removal Action Conducted by the Navy**

The Navy performed a time-critical removal action (TCRA) as an interim removal action at Hangar 1 to limit the migration of PCBs from the exterior surfaces of the building materials into the storm drain system leading to IR Site 25.

The October 2003 Navy TCRA included the following actions:

- The exterior surface of the hangar was cleaned by pressure washing to remove any grease, oil, and dirt that may have inhibited adhesion of the selected coating materials.
- The exterior corrugated siding was coated with an asphalt emulsion. The purpose of the coating was to isolate the siding contaminants until a final remedy was selected. The coating was not applied to the flat roof, window surfaces, walk-in doors, vehicle rollup doors, or exterior appurtenances, such as gutters and stormwater discharge piping.
- The area around the hangar was cleaned by pressure washing following coating of the structure to remove any contaminants that may have been present on surrounding paved surfaces.
- A permanent, 6-foot-high, chain-link security fence was installed to control access to the hangar.

A complete summary of the TCRA activities is provided in the TCRA Completion Report (TtFW, 2004). Since the TCRA was completed, periodic visual inspections of the coating on the exterior siding have been conducted. In addition, in February 2005 as part of an ongoing effort to reduce contamination, the Navy cleaned out the rain gutters on Hangar 1 by collecting, sampling, and disposing of the contaminated sediments in the gutters.

### **2.2.2 Current Actions**

In July 2008, the Navy finalized an Engineering Evaluation/Cost Analysis (EE/CA), a required component of any NTCRA (Navy, 2008). The EE/CA was made available to the public for their comments and input on July 30, 2008, and a public meeting to discuss the EE/CA was held on August 26, 2008, at the American Legion Post 564 in Santa Clara, California. Responses to comments received on the EE/CA are provided in a responsiveness summary included in Appendix B.

## **2.3 RELEASE OR THREATENED RELEASE**

This NTCRA is being conducted in order to control the migration of PCBs from Hangar 1 to the environment through source elimination or containment, thereby eliminating human health and environmental concerns associated with potential exposure pathways, including the surface water runoff pathway to IR Site 25. As described above, the contaminant of concern (COC) is PCBs (Aroclor 1260 and Aroclor 1268). PCBs are present in the siding (Figure 2-3) and interior components of Hangar 1. Building components from Hangar 1 are considered the most likely source of the PCBs reported in sediment in the stormwater collection trench around the perimeter of Hangar 1. Since the Navy's TCRA, PCBs have not been detected in the area surrounding Hangar 1 including stormwater runoff. However, because the current asphalt emulsion coating could reach the end of its useful life and possibly fail as a sealant, the threat of future releases is

possible. The Navy, NASA, and regulatory agencies have agreed that source elimination or containment would control further release of PCBs from Hangar 1 to the environment and, therefore, would be the focus of this NTCRA.

Based on CERCLA and the NCP, the removal action objective (RAO) is to control the release of the COC at Hangar 1, thereby reducing the potential risks to human health and the environment while minimizing future operation and maintenance activities at the site.

The RAO provided a basis for evaluation of removal action alternatives and selection of the most viable alternative for Hangar 1. There are no target cleanup goals required for the contaminants because the removal action includes either total removal or containment of the source.

Although PCBs are the regulatory driver for this removal action, asbestos and lead are also present in interior and exterior Hangar 1 building materials. Building materials containing asbestos and lead that are in good condition and not subject to disturbance may generally be left in place per USEPA and DoD policy. However, in the course of addressing the PCB contamination at Hangar 1, it will be necessary to take into account health and safety issues associated with handling and working in the vicinity of materials containing asbestos and lead and to comply with requirements for proper management, abatement, and disposal of asbestos and lead as hazardous materials.

## **2.4 ROLES OF STATE AND LOCAL AUTHORITIES**

### **2.4.1 State and Local Actions to Date**

The USEPA and the Water Board provided technical advice and regulatory oversight during the investigations that led to this NTCRA. The USEPA and the Water Board are members of the BRAC Cleanup Team.

### **2.4.2 Potential for Continued State and Local Response**

It is expected that the USEPA and Water Board will continue to provide technical advice, regulatory oversight, and general assistance with the implementation of this NCTRA as well as other IR sites at Moffett throughout the IRP.



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### **3.0 THREATS TO PUBLIC HEALTH, WELFARE, OR THE ENVIRONMENT AND STATUTORY AND REGULATORY AUTHORITIES**

In accordance with the NCP, the following factors shall be considered in determining the appropriateness of a removal action (40 C.F.R. § 300.415[b][2]):

- Actual or potential exposure to nearby human populations, animals, or the food chain from hazardous substances or pollutants or contaminants
- Actual or potential contamination of drinking water supplies or sensitive ecosystems
- Hazardous substances or pollutants or contaminants in drums, barrels, tanks, or other bulk storage containers that may pose a threat of release
- High levels of hazardous substances or pollutants or contaminants in soils largely at or near the surface that may migrate
- Weather conditions that may cause hazardous substances or pollutants or contaminants to migrate or be released
- Threat of fire or explosion
- Other situations or factors that may pose threats to public health or welfare or the environment

#### **3.1 THREATS TO PUBLIC HEALTH OR WELFARE**

The following threat applies to conditions at Hangar 1:

- Actual or potential exposure to nearby human populations, animals, or the food chain from hazardous substances or pollutants or contaminants

PCBs are a “pollutant or contaminant” as defined in Section 101(33) of CERCLA. The nature of this risk indicates that removal of all interior structures and siding, and containment of the PCBs in structural steel paint with an epoxy coating will mitigate the immediate threat to public health.

#### **3.2 THREATS TO THE ENVIRONMENT**

The principal threat from the continued release of PCBs from the Hangar 1 siding is the threat to terrestrial receptors through a food chain that has worms and other small animals that live in sediments ingesting PCBs and then in turn being eaten by other animals, including birds. This results in the bioaccumulation of PCBs in the tissue of these animals (Navy, 2003).

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## **4.0 ENDANGERMENT DETERMINATION**

Releases of PCBs in the form of Aroclor 1260 and Aroclor 1268 from this site, at the levels previously detected, may present an imminent and substantial danger to the environment if not addressed by implementing the removal action selected in this AM.

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## **5.0 PROPOSED REMOVAL ACTION AND ESTIMATED COST**

### **5.1 PROPOSED ACTION**

The proposed removal action would include demolition or deconstruction of the interior structures of the hangar. Any asbestos-containing material abatement required as part of interior demolition would also be performed as necessary. The hangar windows, doors, siding, and other exterior components would also be removed, characterized, segregated, and properly disposed of at an approved off-site facility. Assumptions were made regarding waste classification for the purpose of the EE/CA based on previously collected data; however, all waste would be fully characterized prior to off-site disposal and would be managed accordingly. Activities would include pressure washing the remaining hangar structure, followed by analysis and disposal of the rinsate. The final step would be to coat the structural steel frame with a primer and finish coat of weather-resistant epoxy to contain the steel paint.

Proposed historic mitigation measures to be performed as part of the NTCRA include Level 1 Historic American Engineering Record documentation, oral histories of individuals who worked in the hangar during different eras, virtual Hangar 1 interactive documentation on compact disk, inventory-catalogue of Hangar 1 collections, preservation of Hangar 1 man-cranes, and coating the steel frame with a protective coating similar in color to the former siding.

#### **5.1.1 Contribution to Remedial Performance**

Due to the comprehensive nature of this removal and the full compliance with applicable or relevant and appropriate requirements (ARARs), the response is considered fully protective of human health and the environment.

#### **5.1.2 Description of Alternative Technologies**

A comprehensive EE/CA was completed by the Navy as required for NTCRAs (Navy, 2008). Thirteen removal action alternatives were evaluated in the EE/CA to address the PCB contamination. The 13 alternatives evaluated for this NTCRA are as follows:

- Alternative 1: Enclose entire hangar inside another structure
- Alternative 2: Cover with rubberized material
- Alternative 3: Coat with asphalt-emulsion
- Alternative 4: Coat with acrylic coating
- Alternative 5: Coat with plasma-sprayed oxide
- Alternative 6: Cover with new visually similar siding
- Alternative 7: Media blast contaminated surfaces

- Alternative 8: Neutralize PCBs using emulsified bimetallic extraction
- Alternative 9: Remove contaminants by chemical stripping and coating
- Alternative 10: Remove siding and coat exposed surfaces
- Alternative 11: Demolish and remove hangar
- Alternative 12: Collect stormwater runoff and treat on site
- Alternative 13: Collect stormwater runoff and treat/dispose off site

All alternatives were fully evaluated against the CERCLA remedial criteria of implementability and effectiveness. Those alternatives that satisfied the threshold criteria of complying with ARARs and protecting human health and the environment, and which were also determined to be effective and implementable, were then assessed for their cost. Based on the comparative analysis of the removal action alternatives in terms of implementability, effectiveness, and cost, the Navy's recommended alternative in the EE/CA was Alternative 10, removal of all interior structures and siding, containment of PCBs in the structural steel paint with an epoxy coating, and disposal of contaminated and non-contaminated debris to appropriate off-site disposal facilities. Alternative 10 was recommended in the EE/CA as the best removal action approach to address the threat posed by the release of PCBs.

### **5.1.3 ARARs**

Section 300.415(j) of the NCP provides that removal actions must attain ARARs to the extent practicable, considering the exigencies of the situation.

Section 300.5 of the NCP defines relevant and appropriate requirements as cleanup standards, standards of control, and other substantive requirements, criteria, or limitations promulgated under federal environmental, or state environmental, or facility siting laws that, while not "applicable" to a hazardous substance, pollutant, or contaminant, remedial action, location, or other circumstance at a CERCLA site, address problems or situations sufficiently similar to those encountered at the CERCLA site and are well-suited to the particular site.

Because CERCLA on-site response actions do not require permitting, only substantive requirements are considered as possible ARARs. Administrative requirements such as approval of or consultation with administrative bodies, issuance of permits, documentation, reporting, record keeping, and enforcement are not ARARs for CERCLA actions confined to the site.

There are three types of ARARs. The first type includes chemical-specific requirements. These ARARs set limits on concentrations of specific hazardous substances, contaminants, and pollutants in the environment. Examples of this type of ARAR are ambient water quality criteria and drinking water standards. The second type of ARAR includes location-specific requirements for activities based on site characteristics, including activities in wetlands, floodplains, and historic sites. The third type of ARAR includes action-specific requirements, which are

technology-based restrictions that are triggered by the type of action under consideration. Examples of action-specific ARARs are regulations for waste treatment, storage, and disposal under the Resource Conservation and Recovery Act (RCRA). ARARs must be identified on a site-specific basis from information about specific chemicals at the site, specific features of the site location, and actions that are being considered as removal actions.

As the lead federal agency, the Navy has primary responsibility for identifying federal ARARs at Moffett. The substantive provisions of the following potential federal chemical-, location-, and action-specific ARARs were identified for this NTCRA.

#### **5.1.3.1 Chemical-Specific ARARs**

Requirements under RCRA for identification of hazardous waste (42 U.S.C., Chapter 82, §§ 6901–6991[i], and California Code of Regulations [Cal. Code Regs.] Title [tit.] 22, § 66261.21, 66261.22[a] [1], 66261.23, 66261.24[a] [1], and 66261.100) are potential federal ARARs.

The federal water quality criteria at 40 C.F.R. §§ 131.36(b), 131.37, and 131.38 (referred to as the National Toxics Rule and the California Toxics Rule) are potentially applicable federal requirements for any discharges to surface water.

RCRA land disposal restrictions (LDRs) at Cal. Code Regs. tit. 22, § 66268.1(f) are potential federal ARARs for discharging waste to land.

Bay Area Air Quality Management District (BAAQMD) Regulation 6-301 limits visible emissions from the site; BAAQMD Regulation 8, Rule 3, requires architectural coatings to meet standards for maximum volatile organic compound content; BAAQMD Regulation 11, Rule 1 requires air monitoring for lead, a hazardous air pollutant; and BAAQMD Regulation 11, Rule 2 covers asbestos management and removal requirements during demolition and renovation projects.

If the generated wastes are classified as a non-RCRA-hazardous waste, then Cal. Code Regs. tit. 22, § 66268.105 could be potentially applicable. These standards must be attained prior to land disposal of the waste. Assumptions were made regarding waste classification for purpose of the EE/CA based on previously collected data; however, all waste will be fully characterized prior to off-site disposal and will be managed accordingly.

#### **5.1.3.2 Location-Specific ARARs**

The substantive provisions of Section 106 of the National Historic Preservation Act (NHPA) (16 U.S.C., § 470 et seq.) and their implementing regulations (36 C.F.R., Part 800), as amended, are federal ARARs. The Navy is required to take into account the effects of CERCLA removal actions on any historic properties included in or eligible for inclusion in the NRHP.



These substantive requirements have been addressed by the Navy in the CERCLA removal action selection process in lieu of the procedural requirements set forth in 36 C.F.R., Part 800. The Navy has coordinated with the Office of Historic Preservation, the Advisory Council on Historic Preservation, and other interested parties to give these interested parties an opportunity to comment on the proposed action to ensure that the substantive requirements of the NHPA and 36 C.F.R., Part 800 have been adequately addressed.

Interested parties were given an opportunity to review and comment on the EE/CA, and their comments have been addressed in responsiveness summaries accompanying this AM. The Removal Action Work Plan will also be made available to these interested parties for review and comment.

The Migratory Bird Treaty Act requirements are found at 50 C.F.R., § 10.13. It is the Navy's position that this act is not legally applicable to the Navy actions. However, the Migratory Bird Treaty Act is considered a potentially relevant and appropriate requirement for this removal action because of the potential for the hangar to serve as a temporary roosting area. A biological survey will be conducted prior to beginning the removal action to address migratory birds.

Section 3005(a) of the California Fish and Game Code prohibits the taking of birds and mammals by poison (site contaminants). The requisite federal sovereign immunity waiver does not exist to authorize applicability of the California Fish and Game Code. However, the substantive requirement of the California Fish and Game Code to prevent the taking of birds and mammals by site contaminants is deemed to be relevant and appropriate. The taking of birds and mammals will be prevented by containing contaminants and severing the pathway of exposure to or from siding contaminants.

#### **5.1.3.3 Action-Specific ARARs**

Cal. Code Regs. tit. 22, § 66262.10(a) and 66262.11 include standards that are applicable to generators of hazardous waste. Requirements include obtaining a USEPA identification number, determining if wastes are hazardous or not, and accumulating waste within specified time limits. Also included are requirements for characterization for pretreatment of waste prior to disposal of hazardous waste on land (Cal. Code Regs. tit. 22, § 66268.7).

Cal. Code Regs. tit. 22 § 66262.34 permits hazardous wastes to be accumulated on site for up to 90 days without having to obtain a permit. In order to comply with accumulation requirements, waste must be stored in containers in accordance with § 66262.171–178.

RCRA wastes, which are land disposed, will be subject to LDRs and must attain contaminant levels achievable by best demonstrated available technology. Regulations are presented in Cal. Code Regs. tit. 22, § 66268.40. Non-RCRA-hazardous waste LDRs are presented in Cal. Code Regs. tit. 22, § 66268.105.

There are requirements under RCRA for pre-transport (Cal. Code Regs. tit. 22 § 66262.30, 66262.31, 66262.32, 66262.33, and 66262.20–66262.23) as well as requirements under the Federal Hazardous Materials Transportation Law for transport of hazardous materials (49 U.S.C. § 5101-5127 and 49 C.F.R. § 171.2[f], 171.2[g], 172.300, 172.301, 172.302, 172.303, 172.304, 172.312, 172.400, and 172.504).

For demolition work, there are requirements under the Clean Air Act (42 U.S.C. § 7401 et seq. and BAAQMD Regulations 6, 6-301, 6-302, and 6-305 and Regulation 8, Rule 40).

Toxic Substances Control Act (TSCA) regulations govern the management and disposal of PCBs contained within the siding, structural steel, and other materials used to build Hangar 1. Because the PCBs are integral to the manufacture of the product and their presence is not the result of a spill or release from another source, upon disposal, the siding is defined as PCB bulk product waste. Regulations in 40 C.F.R., § 761.60(e) and 761.62(a) govern the disposal of bulk product waste and allow for disposal through a variety of methods. Only those methods specified in § 761.62(a) are permissible at the site due to the fact that the siding is also considered RCRA-regulated because of the lead content of the paint.

The requirements of 40 C.F.R., § 761.40, 761.50, and 761.65 govern the storage and disposal of PCBs and are potentially applicable. All TSCA waste will be managed in accordance with TSCA regulations. Waste that is also considered hazardous waste will be managed under both TSCA and RCRA requirements. Requirements of § 761.180 govern the required recordkeeping and monitoring that apply to PCBs.

The regulation at 40 C.F.R., § 761.79 provides expanded decontamination procedures. It is potentially applicable to the decontamination of TSCA waste, as well as the decontamination of tools and equipment that contact PCBs during the removal action. The regulation of 40 C.F.R., § 61(a)(5)(v) provides disposal requirements for personal protective equipment and nonporous surfaces that have been decontaminated. These requirements are applicable to wastes generated during cleaning activities, which may occur as a result of removal and reuse of man-cranes.

The Navy will also comply with the following substantive provisions of the General Permit: substantive requirements for development and implementation of Best Management Practices (BMPs), substantive requirements for the content of a Stormwater Pollution Prevention Plan (SWPPP), and substantive technical monitoring and analytical requirements (location and frequency of sample collection, parameters to be tested, and analytical methodologies). Compliance with these substantive requirements will be documented in an appendix to the Removal Action Work Plan titled “Stormwater Management Plan.” This plan will include descriptions of the BMPs to be implemented during the removal action and address substantive SWPPP requirements.

## Staging Piles

Wastes generated during the removal action will be stockpiled on lined and bermed stockpile areas prior to off-site disposal. It is expected that the stockpiled wastes will be RCRA-hazardous; however, waste characterization will be conducted during the removal action.

If, based on representative sampling and analysis of each waste stream, wastes are determined to be RCRA hazardous waste, then the substantive provisions of the amended (effective April 22, 2002) RCRA staging pile regulations are potentially applicable. These regulations consist of the performance and technical standards for staging piles (40 C.F.R., § 264.554[d][1][i–ii] and [d][2]), and closure requirements for staging piles (§ 264.554[j]–[k]). A staging pile may be designated for temporary (up to 2 years or more based on the necessity to assure timely and efficient implementation of remedial actions [§ 264.554{i}{2}]) treatment or storage of solid, nonflowing remediation waste. The RCRA LDRs, the landfill minimum technology requirements, and the waste pile permitting requirements are not applicable to staging piles for RCRA hazardous wastes. For units located in a previously contaminated area of the facility, all remediation wastes, contaminated containment system components, structures, and equipment that are contaminated with waste or leachate must be removed or decontaminated within 180 days after the operating term of the staging pile expires (§ 264.554[j]). In addition, contaminated subsoils must be decontaminated. For units located on uncontaminated areas of the facility, within 180 days following expiration of the operating term, the staging pile must be closed in accordance with waste pile closure requirements at Cal. Code Regs. tit. 22, § 66264.258(a) or § 66265.258(a) and the closure performance standards at Cal. Code Regs. tit. 22, § 66264.111.

### 5.1.3.4 Compliance with ARARs

Removing the hangar siding and coating the infrastructure surfaces would comply with federal and California State ARARs. Storage and decontamination requirements would comply with appropriate RCRA and TSCA ARARs. BAAQMD regulations would be applicable due to the potential for dust generation during removal of side panels. Visible emissions, emission limit rates for particulate matter, lead emissions, and requirements for asbestos management would all be potentially applicable to the removal action. Implementing engineering controls, such as adequately wetting the siding prior to dismantling and carefully lowering the siding panels to the ground, would limit emissions during the siding removal. With the implementation of engineering controls and appropriate air monitoring, the removal action would comply with air quality ARARs. ARARs involving surface water requirements would be met through the implementation of stormwater BMPs during the NTCRA.

The storage, disposal, and management of Hangar 1 siding and roofing would be regulated under RCRA and TSCA. Large quantities of RCRA and TSCA waste would be generated and would require careful oversight to ensure that RCRA/TSCA waste streams were stored in accordance with regulations. Solids, rinsate, and other wastes would be characterized, managed, and disposed of properly. Compliance with RCRA and state non-RCRA-hazardous waste ARARs

would be maintained. Assumptions were made regarding waste classification for the purpose of the EE/CA based on previously collected data; however, all waste would be fully characterized prior to off-site disposal and would be managed accordingly.

The removal action will comply with ARARs identified above. Tables 5-1 through 5-6 present the ARARs in more detail. Refer to Section 4.0 of the EE/CA (Navy, 2008) for a more detailed narrative discussion of ARARs.

#### 5.1.4 Project Schedule

Pending contract award, project activities are scheduled to begin late 2009.

### 5.2 ESTIMATED COSTS

The Navy has made a present-worth estimate of the NTCRA costs. The estimated costs include the direct and indirect capital costs of the proposed removal action. Post-removal site control costs are not anticipated for this NTCRA. The items discussed below are considered to be capital costs.

The costs include activities associated with:

- Preparation of a work plan
- Implementation of a community relations program
- Demolition or deconstruction, and disposal of all interior structures
- Complete removal of the siding
- Removal of the resulting contaminated and noncontaminated debris to appropriate off-site disposal or recycling facilities

The estimated cost for application of a coating to the surfaces of the Hangar 1 steel infrastructure and operations and maintenance costs for 30 years are included in the estimate. The estimated cost for the removal action is \$25.8 million, with a breakdown of the estimated cost shown as follows:

	Estimated Cost
<b>Direct Capital Cost</b>	
Construction	\$15,781,450
<b>Indirect Capital Costs</b>	
Construction	\$6,916,700
<b>Total Operations and Maintenance (30 years)</b>	\$3,114,647
<b>Removal Action Total (Rounded)</b>	\$25,810,000

In addition, the costs for historic mitigation measures were estimated. These measures are Level 1 Historic American Engineering Record documentation, oral histories of individuals who worked in the hangar during different eras, virtual Hangar 1 interactive compact disk, inventory-catalogue of Hangar 1 collections contained in the Moffett Field Museum, and coating the steel frame with a protective coating similar in color to the hangar's former siding. Historic mitigation costs are an additional \$350,000. Cost for preservation of man-cranes and coating the steel frame are included in the removal action construction cost.

## **6.0 EXPECTED CHANGE IN THE SITUATION SHOULD ACTION BE DELAYED OR NOT TAKEN**

The previous siding encapsulation effort is reaching the end of its warranty period. Therefore, there is an increasing threat that the coating on the siding will begin to fail, thus allowing the release of PCBs into the environment.

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## 7.0 PUBLIC INVOLVEMENT

The Navy has actively sought input from the California State Historic Preservation Officer/Office of Historic Preservation, Advisory Council on Historic Preservation chairman and staff, other stakeholders, and the public throughout the process of planning the NTCRA. Input was received through presentations and discussions at numerous Restoration Advisory Board meetings, public meetings, stakeholder meetings, open houses, briefs to political aides, letters, information updates, telephone calls, and opportunities to review and comment on documents.

The EE/CA was first issued on May 5, 2006, followed by a 45-day public comment period. An informational open house and a public meeting were held on May 23, 2006. The EE/CA was revised based on consideration of input from the public and new cost and technical information. In December 2007, the Navy released Moffett Field Update Number 4, which provided information on the structural analysis efforts being performed in support of the revised EE/CA. The revised EE/CA was issued on July 30, 2008, with a 45-day public comment period ending September 13, 2008. Appendix C includes a press release regarding the revised EE/CA and a public notice inviting the public to a meeting regarding Hangar 1 and the CERCLA process, where the Navy received comments from the public on the EE/CA. The press release was issued on August 4 and was picked up by 114 different media sources across the nation. The public notice and meeting invitation ran in three local papers and was mailed separately to 1,600 individuals.

The public meeting for the revised EE/CA was held on August 26, 2008, and was attended by approximately 200 community members. The meeting transcripts, including verbal comments from the public and regulatory agency staff, and the Navy's responses during the meeting, are on file in the Information Repository and the Administrative Record. A responsiveness summary to comments received on the EE/CA is provided in Appendix B.

Community relations activities to be conducted during the NTCRA will include:

- Presentation of the progress of the removal action during scheduled Restoration Advisory Board and BRAC Cleanup Team meetings
- Maintenance of the information repository located at the Mountain View Public Library, 585 Franklin Street, Mountain View, CA 94041

The complete Administrative Record, including copies of this AM and the Hangar 1 EE/CA, is maintained by Ms. Diane Silva, Records Manager (EVR.DS), 937 North Harbor Drive, FISC Building 1, 3rd Floor, San Diego, California 92132; telephone (619) 532-3676. The Administrative Record Index for this site is included as Appendix A.



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## **8.0 OUTSTANDING POLICY ISSUES**

No outstanding policy issues exist for this NTCRA.

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## 9.0 SELECTED ACTION

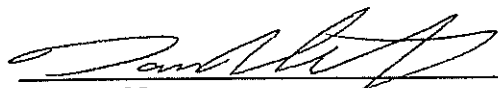
This AM was prepared in accordance with current USEPA and Navy guidance documents for NTCRAs under CERCLA (USEPA, 1990). This AM identifies actions necessary to address the existing and/or potential risk of harm to the environment.

The removal action alternative selected for the NTCRA consists of the complete removal of the hangar siding; demolition and deconstruction of all interior structures; removal of all debris to appropriate off-site disposal or recycling facilities; application of a weather-resistant epoxy coating to the hangar's structural steel frame; and implementation of historic mitigation measures described in Section 5.1. This alternative was selected because the primary source of PCBs (the Robertson Protected Metal siding) will be removed, and remaining PCBs in the structural steel paint will be adequately contained; thus, there will be minimal threat of any potential future release of PCBs into the environment. This alternative best meets the RAO and the NCP criteria because it:

- Is technically feasible based on commonly used construction techniques and demonstrated proven approaches
- Is administratively feasible; it uses federal funding for support and follow-on maintenance of the steel coating
- Uses widely available conventional construction equipment, services, and skilled workers
- Provides a high degree of long-term protection of the public and the environment, because the PCBs in Hangar 1 siding and associated interior components are removed, and the remaining PCBs in the structural steel paint are contained
- Complies with ARARs
- Provides adequate short-term effectiveness during implementation
- Imposes minimal restrictions on future use of the site and provides a frame that could be used for future development

As documented by the signature below, the Navy has approved the selected alternative.

For the United States Navy:



Darren Newton  
Base Realignment and Closure Environmental Coordinator  
BRAC Program Management Office West

31-DECEMBER-2008  
Date

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## 10.0 REFERENCES

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- Navy (Department of the Navy). 1994. National Register of Historic Places (NRHP) Registration Form for U.S. Naval Air Station Sunnyvale, CA Historic District.
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- TtFW (Tetra Tech FW, Inc.). 2004. Time-Critical Removal Action Completion Report for Hangar 1. Former Naval Air Station Moffett Field, Moffett Field, California. March.
- USEPA (U.S. Environmental Protection Agency). 1990. Superfund Removal Procedures – Action Memorandum Guidance. USEPA/540/P-90/004. December.

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## **TABLES**



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**HANGAR 1 ACTION MEMORANDUM**  
**TABLE 5-1**  
**SUMMARY OF FEDERAL CHEMICAL-SPECIFIC ARARS<sup>a</sup>**

Requirement	Prerequisite	Citation <sup>b</sup>	ARAR Determination	Comments
<b>Clean Water Act of 1977, as Amended (33 U.S.C., ch. 26, §§ 1251–1387)</b>				
Water quality standards.	Discharges to waters of the United States.	40 C.F.R. § 131.36(b) and 131.38	Applicable	These standards are potentially applicable to discharges of surface water, which may be generated through stormwater runoff at the site.
Water quality standards.	Discharges to the San Francisco Bay/ Sacramento–San Joaquin Delta Estuary.	40 C.F.R. § 131.37	Applicable	This establishes water quality criteria for discharges to surface waters. These standards may be potentially relevant and appropriate for site stormwater discharges.
<b>Resource Conservation and Recovery Act (42 U.S.C., ch. 82, §§ 6901–6991[i])</b>				
Defines RCRA hazardous waste. A solid waste is characterized as toxic, based on the TCLP, if the waste exceeds the TCLP maximum concentrations.	Waste.	Cal. Code Regs., tit. 22, §§ 66261.21, 66261.22(a)(1), 66261.23, and 66261.24(a)(1), and 66261.100	Applicable	Potentially applicable for determining whether waste is hazardous. RCRA provides specific guidance for determining both characteristic and listed hazardous wastes. Characteristic wastes will be generated during the response action.
Groundwater Protection Standards: requirements to ensure that hazardous constituents entering the groundwater from a regulated unit do not exceed the concentration limits for contaminants of concern in the uppermost aquifer underlying the waste management area of concern at the POC.	A regulated unit that receives or has received hazardous waste before 26 July 1982 or regulated units that ceased receiving hazardous waste prior to 26 July 1982 where constituents in or derived from the waste may pose a threat to human health or the environment.	Cal. Code Regs., tit. 22, § 66264.94(a)(1) and (3)(c), (3)(d), and (3)(e),	Relevant and Appropriate	The requirement is relevant and appropriate to vadose zone soil because although the site is not a regulated unit, it contains chemicals similar to what may be found in a regulated unit.
LDRs prohibit disposal of hazardous waste unless treatment standards are met.	Hazardous waste land disposal.	Cal. Code Regs, tit. 22., § 66268.1(f)	Applicable	Potentially applicable for hazardous waste

## HANGAR 1 ACTION MEMORANDUM

### TABLE 5-1

#### SUMMARY OF FEDERAL CHEMICAL-SPECIFIC ARARS<sup>a</sup>

Requirement	Prerequisite	Citation <sup>b</sup>	ARAR Determination	Comments
Treatment standards including technology requirements before hazardous waste can be disposed to land.	Hazardous waste land disposal.	Cal. Code Regs., tit. 22, § 66268.40	Applicable	Potentially applicable for hazardous waste
A person shall not emit from any source for a period or periods aggregating more than 3 minutes in any hour, a visible emission, which is as dark as or darker than No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view to an equivalent or greater degree. All alternatives will use dust control methods to minimize visible emissions. BMPs will be implemented to reduce the potential for emissions from the site.	BAAQMD air regulations.	Regulation 6-301	Applicable	
This rule states that architectural coatings must meet standards for maximum VOC content, and lists specific VOC content for each type of coating.		Regulation 8, Rule 3	Applicable	
Air monitoring for lead, a HAP, is required. Lead emission discharges in excess of 1 microgram per cubic meter, as measured at ground level, are prohibited. This regulation is potentially applicable if structural steel is subject to grinding or scarifying.		Regulation 11, Rule 1	Applicable	
This rule describes the asbestos management requirements during demolition and renovation projects.		Regulation 11, Rule 2	Applicable	

**HANGAR 1 ACTION MEMORANDUM**  
**TABLE 5-1**  
**SUMMARY OF FEDERAL CHEMICAL-SPECIFIC ARARS<sup>a</sup>**

***Notes:***

<sup>a</sup> Many potential action-specific ARARs contain chemical-specific limitations and are addressed in the action-specific ARARs table.

<sup>b</sup> Only the substantive provisions of the requirements cited in this table are potential ARARs.

***Abbreviations and Acronyms:***

§ – section

ARAR – applicable or relevant and appropriate requirement

BAAQMD – Bay Area Air Quality Management District

BACT – best available control technology

BMP – Best Management Practices

C.F.R. – Code of Federal Regulations

Cal. Code Regs. – California Code of Regulations

ch – chapter

HAP – hazardous air pollutant

LDR – land disposal restriction

PM<sub>10</sub> – particulate matter less than 10 microns in diameter

POC – point of compliance

RCRA – Resource Conservation and Recovery Act

TCLP – toxicity characteristic leaching procedure

tit. – title

UTS – universal treatment standard

VOC – volatile organic compound

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**HANGAR 1 ACTION MEMORANDUM**  
**TABLE 5-2**  
**SUMMARY OF STATE CHEMICAL-SPECIFIC ARARS<sup>a</sup>**

Requirement	Prerequisite	Citation <sup>b</sup>	ARAR Determination	Comments
<b>State and Regional Water Quality Control Boards</b>				
Authorizes the SWRCB and RWQCB to establish in water quality control plans beneficial uses and numerical and narrative standards to protect both surface water and groundwater quality. Authorizes regional water boards to issue permits for discharges to land or surface or groundwater that could affect water quality, including NPDES permits, and to take enforcement action to protect water quality.		Cal. Water Code, div. 7, §§ 13241, 13243, 13263(a), 13269, and 13360 (Porter-Cologne Act)	Applicable	The Navy accepts the substantive provisions of §§ 13241, 13243, 13263(a), 13269, and 13360 of the Porter-Cologne Act enabling legislation, as implemented through the beneficial uses, WQOs, waste discharge requirements, promulgated policies of the Basin Plan for the San Francisco Bay Region, as potential ARARs.
Describes the water basins in the San Francisco Bay Region, establishes beneficial uses of groundwater and surface water, establishes WQOs, including narrative and numerical standards, establishes implementation plans to meet WQOs and protect beneficial uses, and incorporates statewide water quality control plans and policies.		Comprehensive Water Quality Control Plan for the San Francisco Bay (Basin Plan) (Cal. Water Code § 13240)	Applicable	Substantive requirements pertaining to beneficial uses, WQOs, and certain statewide water quality control plans are potential state ARARs for impacts to surface water during this removal action.
<b>Cal/EPA Department of Toxic Substances Control</b>				
Definition of “non-RCRA hazardous waste.”	Waste.	Cal. Code Regs., tit. 22, § 66261.3(a)(2)(C) or 66261.3(a)(2)(F), 66261.22(a)(3) and (4), 66261.24(a)(2)-(a)(8), 66261.101	Applicable	Potentially applicable for determining whether a waste is a non-RCRA hazardous waste.
This regulation oversees LDRs for certain classifications of non-RCRA hazardous waste including asbestos and aqueous wastes containing metals, both of which would be generated as a result of the response action.	Hazardous waste LDRs for non-RCRA, California hazardous waste.	22 Cal. Code Regs. 66268.105	Applicable	Potentially applicable where non-RCRA wastes are generated.

**HANGAR 1 ACTION MEMORANDUM**  
**TABLE 5-2**  
**SUMMARY OF STATE CHEMICAL-SPECIFIC ARARS<sup>a</sup>**

***Notes:***

<sup>a</sup> Many potential action-specific ARARs contain chemical-specific limitations and are addressed in the action-specific ARARs table.

<sup>b</sup> Only the substantive provisions of the requirements cited in this table are potential ARARs.

***Abbreviations and Acronyms:***

§ – section

ARAR – applicable or relevant and appropriate requirement

Cal. Code Regs. – California Code of Regulations

Cal. Water Code – California Water Code

Cal/EPA – California Environmental Protection Agency

div. – division

gpd – gallons per day

LDR – land disposal restriction

Navy – Department of the Navy

NPDES – National Pollutant Discharge Elimination System

RCRA – Resource Conservation and Recovery Act

RWQCB – Regional Water Quality Control Board

SWRCB – State Water Resources Control Board

WQO – Water Quality Objective

**HANGAR 1 ACTION MEMORANDUM**  
**TABLE 5-3**  
**SUMMARY OF FEDERAL LOCATION-SPECIFIC ARARS**

Location	Requirement	Prerequisite	Citation <sup>a</sup>	ARAR Determination	Comments
<b>National Historic Preservation Act of 1966, as Amended (16 U.S.C. § 470–470x-6)<sup>b</sup></b>					
Historic project owned or controlled by federal agency	Action to preserve historic properties; planning of action to minimize harm to properties listed on or eligible for listing on the National Register of Historic Places.	Property included in or eligible for the National Register of Historic Places.	16 U.S.C. § 470-470x-6, 36 C.F.R., Pt. 800 40 C.F.R., § 6.301(b)	Applicable	Hangar 1 is individually eligible for listing in the National Register and is a contributing element of the U.S. Naval Air Station Sunnyvale Historic District, which is listed on the National Register. Applying the substantive provisions of the statute and regulations, the Navy will analyze alternatives for potential effects to Hangar 1 and the historic district. The analysis will aid in determining whether such effects are adverse, and if so, take into account measures that would avoid, minimize, or mitigate adverse effects.
<b>Migratory Bird Treaty Act of 1972 (16 U.S.C. §§ 703–712)</b>					
Migratory bird area	Protects almost all species of native migratory birds in the U.S. from unregulated “take,” which can include poisoning at hazardous waste sites.	Presence of migratory birds.	16 U.S.C. § 703	Relevant and Appropriate	Except as permitted by regulations, it is unlawful to pursue, hunt, take, capture, offer to sell, barter, purchase, or deliver any migratory bird, nest, or egg. The remedial design process will identify measures necessary to prevent an unregulated “take” of protected bird species. It is the Navy’s position that this act is not legally applicable to Navy actions. However, substantive portions of the Migratory Bird Treaty Act are considered a potentially relevant and appropriate requirement for this removal action. A biological survey will be conducted prior to starting any intrusive work, and the impacts on nesting/roosting raptors will be minimized.



***Notes:***

<sup>a</sup> Only the substantive provisions of the requirements cited in this table are potential ARARs.

***Abbreviations and Acronyms:***

§ – section

ARAR – applicable or relevant and appropriate requirement

C.F.R. – Code of Federal Regulations

Navy – Department of the Navy

U.S.C. – United States Code

**HANGAR 1 ENGINEERING EVALUATION/COST ANALYSIS****TABLE 5-4****SUMMARY OF STATE LOCATION-SPECIFIC ARARS**

<b>Location</b>	<b>Requirement</b>	<b>Prerequisite</b>	<b>Citation<sup>a</sup></b>	<b>ARAR Determination</b>	<b>Comments</b>
<b>California Endangered Species Act (Cal. Fish &amp; Game Code §§ 2050–2116)</b>					
		Actions impacting birds or mammals.	Cal. Fish and Game Code § 3005(a)	Relevant and Appropriate	The taking of birds and mammals, including taking by poison (site contaminants), is prohibited. The taking of birds and mammals will be prevented by containing contaminants and severing the pathway of exposure to siding contaminants. It is the Navy's position that the federal sovereign immunity has not been waived; therefore, the California Fish and Game Code does not legally apply. However, this requirement is deemed to be a potentially relevant and appropriate state ARAR.

**Notes:**

<sup>a</sup> Only the substantive provisions of the requirements cited in this table are potential ARARs.

**Abbreviations and Acronyms:**

§ – section

ARAR – applicable or relevant and appropriate requirement

Cal. Fish and Game Code – California Fish and Game Code

Navy – Department of the Navy

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**HANGAR 1 ACTION MEMORANDUM**  
**TABLE 5-5**  
**SUMMARY OF FEDERAL ACTION-SPECIFIC ARARS**

Action	Requirement	Prerequisite	Citation	ARAR Determination			Comments
				A	R & A	TBC	
Resource Conservation and Recovery Act (42 U.S.C. §§ 6901–6991[i])							
Waste Piles	Allows generators to accumulate solid remediation waste in a U.S. EPA-designated pile for storage only, up to 2 years, during remedial operations without triggering LDRs.	Hazardous remediation waste temporarily stored in piles.	40 C.F.R. § 264.554(d)(1)(i–ii) and (d)(2), (e), (f), (h), (i), (j), and (k)	1,2,5,8, 9,10,11			Applicable where solid, non-flowing RCRA wastes are stored in stockpiles.
On-site waste generation	Person who generates waste shall determine if that waste is a hazardous waste	Generator of waste.	Cal. Code Regs., tit. 22, § 66262.10(a), 66262.11	1-12, interior			Applicable for any operation where hazardous waste is generated. Several wastestreams including siding, loose paint, decontamination wastewater, and structural steel may be characterized as RCRA hazardous waste pending analysis due to lead concentrations. The determination of whether wastes generated during the removal activity are hazardous will be made at the time the wastes are generated.

**HANGAR 1 ACTION MEMORANDUM**  
**TABLE 5-5**  
**SUMMARY OF FEDERAL ACTION-SPECIFIC ARARS**

Action	Requirement	Prerequisite	Citation	ARAR Determination			Comments
				A	R & A	TBC	
	Requirements for analyzing waste for determining whether waste is hazardous.	Generator of waste.	Cal. Code Regs., tit. 22, § 66264.13(a) and (b)	1-12, interior			Applicable for waste generated during the removal action.
Hazardous waste accumulation	On-site hazardous waste accumulation is allowed for up to 90 days as long as the waste is stored in containers in accordance with § 66262.171–178 or in tanks, on drip pads, inside buildings, and is labeled and dated, etc.	Accumulate hazardous waste.	Cal. Code Regs., tit. 22, § 66262.34	1-12, interior			Applicable for operations where hazardous waste is generated and transported. The determination of whether wastes generated during response action activities are hazardous will be made at the time the wastes are generated.
Placement of waste in land disposal units	Movement of excavated materials to new location and placement in or on land will trigger LDRs for the excavated waste or closure requirements for the unit in which the waste is being placed.	Materials containing RCRA hazardous wastes subject to LDRs are placed in another unit.	Cal. Code Regs., tit. 22, § 66268.40	1-12, interior			Applicable where waste is placed on land.
Container storage	Containers of RCRA hazardous waste must be: <ul style="list-style-type: none"> <li>maintained in good condition,</li> <li>compatible with hazardous waste to be stored, and closed during storage except to add or remove waste.</li> </ul> Inspect container storage areas weekly for deterioration.	Storage of RCRA hazardous waste not meeting small-quantity generator criteria before treatment, disposal, or storage elsewhere, in a container.	Cal. Code Regs., tit. 22, § 66264.171, 66264.172, and 66264.173	1-12, interior			Applicable for waste stored in containers on site.

**HANGAR 1 ACTION MEMORANDUM**  
**TABLE 5-5**  
**SUMMARY OF FEDERAL ACTION-SPECIFIC ARARS**

Action	Requirement	Prerequisite	Citation	ARAR Determination			Comments
				A	R & A	TBC	
Toxic Substances Control Act (15 U.S.C. §§ 2601–2692)							
Disposal of PCBs	Provides expanded decontamination procedures and disposal options for PCBs. Ensures consistency with RCRA land disposal restriction.	Remedial actions involving PCBs.	40 C.F.R. § 761.50.	1-12, interior			Applicable to disposal of all TSCA waste, as well as the decontamination of tools and equipment that contact PCBs during the removal action.
	PCB bulk product waste shall be disposed of according to performance-based disposal options either in a TSCA-approved incinerator/landfill or by a TSCA-approved alternative disposal method.		40 C.F.R. § 761.62(a)	1-12, interior			Applicable to disposal of all TSCA waste, as well as the decontamination of tools and equipment that contact PCBs during the removal action.
Disposal of PCBs	All PCB articles or containers must be removed and disposed within 1 year of storage.	PCB concentrations of 50 ppm or greater and PCB items with PCB concentrations of 50 ppm or greater.	40 C.F.R. § 761.65(a)	1-12, interior			Applicable to waste regulated under TSCA.
	This ARAR provides expanded decontamination procedures. It is potentially applicable to the decontamination of TSCA waste, as well as the decontamination of tools and equipment that contact PCBs during the removal action.		40 C.F.R. § 761.79	1-12, interior			Applicable to disposal of all TSCA waste, as well as the decontamination of tools and equipment that contact PCBs during the removal action.

**HANGAR 1 ACTION MEMORANDUM**  
**TABLE 5-5**  
**SUMMARY OF FEDERAL ACTION-SPECIFIC ARARS**

Action	Requirement	Prerequisite	Citation	ARAR Determination			Comments
				A	R & A	TBC	
Marking of PCBs	The following must be marked as designated in 40 C.F.R. § 761.45:  PCB containers containing greater than 50 ppm PCBs, PCB articles (see 40 C.F.R. § 761.45), PCB article containers, storage areas used to store PCBs, and PCB items for disposal. All marks must be on the exterior of PCB container and must be clearly visible.	PCB article described in 40 C.F.R. § 761.45.	40 C.F.R. § 761.40	1-12, interior			Applicable to waste regulated under TSCA.
PCB storage on-site prior to disposal	Storage facilities must be constructed with adequate roof and walls; with a floor and curb of impervious materials; without drain valves, floor drains, expansion joints, sewer lines, or other openings; and above the 100-year floodwater level.	PCB concentrations of 50 ppm or greater and PCB items with PCB concentrations of 50 ppm or greater.	40 C.F.R. § 761.65(b)	1-12, interior			Applicable if a long-term (1 year) storage area is determined to be necessary to manage TSCA wastes. Wastes that are both RCRA and TSCA will be managed under both regulations, following the more stringent of the two when overlap exists.

**HANGAR 1 ACTION MEMORANDUM**  
**TABLE 5-5**  
**SUMMARY OF FEDERAL ACTION-SPECIFIC ARARS**

Action	Requirement	Prerequisite	Citation	ARAR Determination			Comments
				A	R & A	TBC	
PCB storage on-site prior to disposal	<p>TSCA wastes in temporary storage (30 days or less) need not comply with the storage regulations in 40 C.F.R. § 761.65(b) for the following items: PCB articles and equipment that are non-leaking; leaking articles and equipment placed in non-leaking containers; PCB containers containing non-liquid PCBs, such as soil, rags, and debris; or liquid PCBs between 50-500 ppm if covered by the Spill Prevention, Control, and Countermeasures Plan.</p> <p>All storage areas must be properly marked.</p> <p>No item of movable equipment used to handle PCBs that comes in contact with PCBs shall be moved from the storage area unless it has been decontaminated as specified in 40 C.F.R. § 761.79.</p> <p>All stored articles must be checked for leaks every 30 days.</p> <p>Containers must be dated when they are placed in storage.</p>	Temporary storage of PCB concentrations of 50 ppm or greater and PCB items with PCB concentrations of 50 ppm or greater.	40 C.F.R. § 61.65(c)(3), (c)(4), (c)(7), and (c)(8).	1-12, interior			



**HANGAR 1 ACTION MEMORANDUM**  
**TABLE 5-5**  
**SUMMARY OF FEDERAL ACTION-SPECIFIC ARARS**

Action	Requirement	Prerequisite	Citation	ARAR Determination			Comments
				A	R & A	TBC	
Federal Hazardous Materials Transportation Law (49 U.S.C. §§ 5101–5127)							
Hazardous materials marking, labeling, and placarding	Each person who offers hazardous material for transportation or each carrier that transports it shall mark each package, container, and vehicle in the manner required.	Person who offers hazardous material for transportation; carries hazardous material; or packages, labels, or placards hazardous material.	49 C.F.R. § 172.300		1-12, interior		Relevant and appropriate for transport of DOT hazardous materials while on site. Shipping requirements must be met prior to off-site transport.
	Each person offering nonbulk hazardous materials for transportation shall mark the proper shipping name and identification number (technical name) and consignee’s name and address.		49 C.F.R. § 172.301				
	Hazardous materials for transportation in bulk packages must be labeled with proper ID number, specified in 49 C.F.R. § 172.101 table, with required size of print. Packages must remain marked until cleaned or refilled with material requiring other marking.		49 C.F.R. § 172.302				
	No package marked with a proper shipping name or ID number may be offered for transport or transported unless the package contains the identified hazardous material or its residue.		49 C.F.R. § 172.303				

**HANGAR 1 ACTION MEMORANDUM**  
**TABLE 5-5**  
**SUMMARY OF FEDERAL ACTION-SPECIFIC ARARS**

Action	Requirement	Prerequisite	Citation	ARAR Determination			Comments
				A	R & A	TBC	
	The markings must be durable, in English, in contrasting colors, unobscured, and away from other markings.contains the identified hazardous material or its residue.		49 C.F.R. § 172.304		1-12, interior		
	Labeling of hazardous material packages shall be as specified in the list.		49 C.F.R. § 172.400		1-12, interior		Relevant and appropriate for transport of DOT hazardous materials while on site. Shipping requirements must be met prior to off-site transport.
Hazardous materials marking, labeling, and placarding	Each bulk packaging or transport vehicle containing any quantity of hazardous material must be placarded on each side and each end with the type of placards listed in Tables 1 and 2 of 49 C.F.R. § 172.504.	Each person who offers for transport or transports any hazardous materials shall comply with these placarding requirements.	49 C.F.R. § 172.504		1-12, interior		Relevant and appropriate for transport of DOT hazardous materials while on site. Shipping requirements must be met prior to off-site transport.

**Notes:**

<sup>a</sup> Only the substantive provisions of the requirements cited in this table are potential ARARs.

**Abbreviations and Acronyms:**

§ – section

A – Applicable

ARAR –applicable or relevant and appropriate requirement

Cal. Code Regs. – California Code of Regulations

C.F.R. – Code of Federal Regulations

DOT – Department of Transportation

LDR – land disposal restriction

PCB – polychlorinated biphenyl

ppm – parts per million

R&A – Relevant and Appropriate

RCRA – Resource Conservation and Recovery Act

TBC – to be considered

tit. – title

TSCA – Toxic Substances Control Act

U.S.C. – United States Code

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**HANGAR 1 ACTION MEMORANDUM**  
**TABLE 5-6**  
**SUMMARY OF STATE ACTION-SPECIFIC ARARS**

Action	Requirement	Prerequisite	Citation <sup>a</sup>	ARAR Determination			Comments
				A	R & A	TBC	
	<p>The Navy will comply with the substantive provisions of the NPDES General Permit for Discharges of Stormwater Runoff Associated with Construction Activity (SWRCB Order No. 99-08) identified by the state of California as “TBC” guidance for compliance with the federal CWA and state of California water quality requirements. Associated reporting and recordkeeping are considered procedural and are, therefore, not substantive.</p> <p>The Navy will also comply with the substantive requirements for development and implementation of BMPs, substantive requirements for the content of an SWPPP, and substantive technical monitoring and analytical requirements (location and frequency of sample collection, parameters to be tested, and analytical methodologies).</p>	NPDES Stormwater Pollution Prevention.	SWRCB Order No. 99-08			1-12, interior	
Disposal of waste	Requires that nonhazardous solid waste as defined at § 20220(a) be discharged to a classified waste management unit.	Discharge of nonhazardous solid waste after 18 July 1997 to land for treatment, storage, or disposal.	Cal. Code Regs., tit. 27, § 20220(b), (c), and (d)	1-12, interior			Applicable for waste that meets the definition of nonhazardous waste. Wastes will be characterized prior to disposal to determine applicability
Disposal of non-RCRA waste	Land disposal restrictions for non-RCRA, California-regulated hazardous waste.	Non-RCRA, California-regulated hazardous waste disposal.	Cal. Code Regs., tit. 22, § 66268.105	1-12, interior			Applicable where more stringent than federal ARARs.

**HANGAR 1 ACTION MEMORANDUM**  
**TABLE 5-6**  
**SUMMARY OF STATE ACTION-SPECIFIC ARARS**

Action	Requirement	Prerequisite	Citation <sup>a</sup>	ARAR Determination			Comments
				A	R & A	TBC	
Disposal of waste	Requires that designated waste as defined at Cal. Water Code § 13173 be discharged to Class I or Class II waste management units.	Discharges of designated waste after 18 July 1997 (nonhazardous waste that could cause degradation of surface or ground waters) to land for treatment, storage, or disposal.	Cal. Code Regs., tit. 27, § 20210	1-12, interior			Applicable to waste that meets the definition of “designated waste.” All wastes will be characterized prior to disposal.
Waste disposal	Wastes that contain total lead in excess of 350 ppm, copper in excess of 2,500 ppm, or nickel in excess of 200 ppm must be disposed in a Class I landfill.	Waste containing total lead, copper, or nickel in excess of specified levels.	Cal. Health & Safety Code § 25157.8	1-12, interior			Applicable for disposal of wastes. All wastes will be characterized prior to disposal.

**Notes:**

<sup>a</sup> Only the substantive provisions of the requirements cited in this table are potential ARARs.

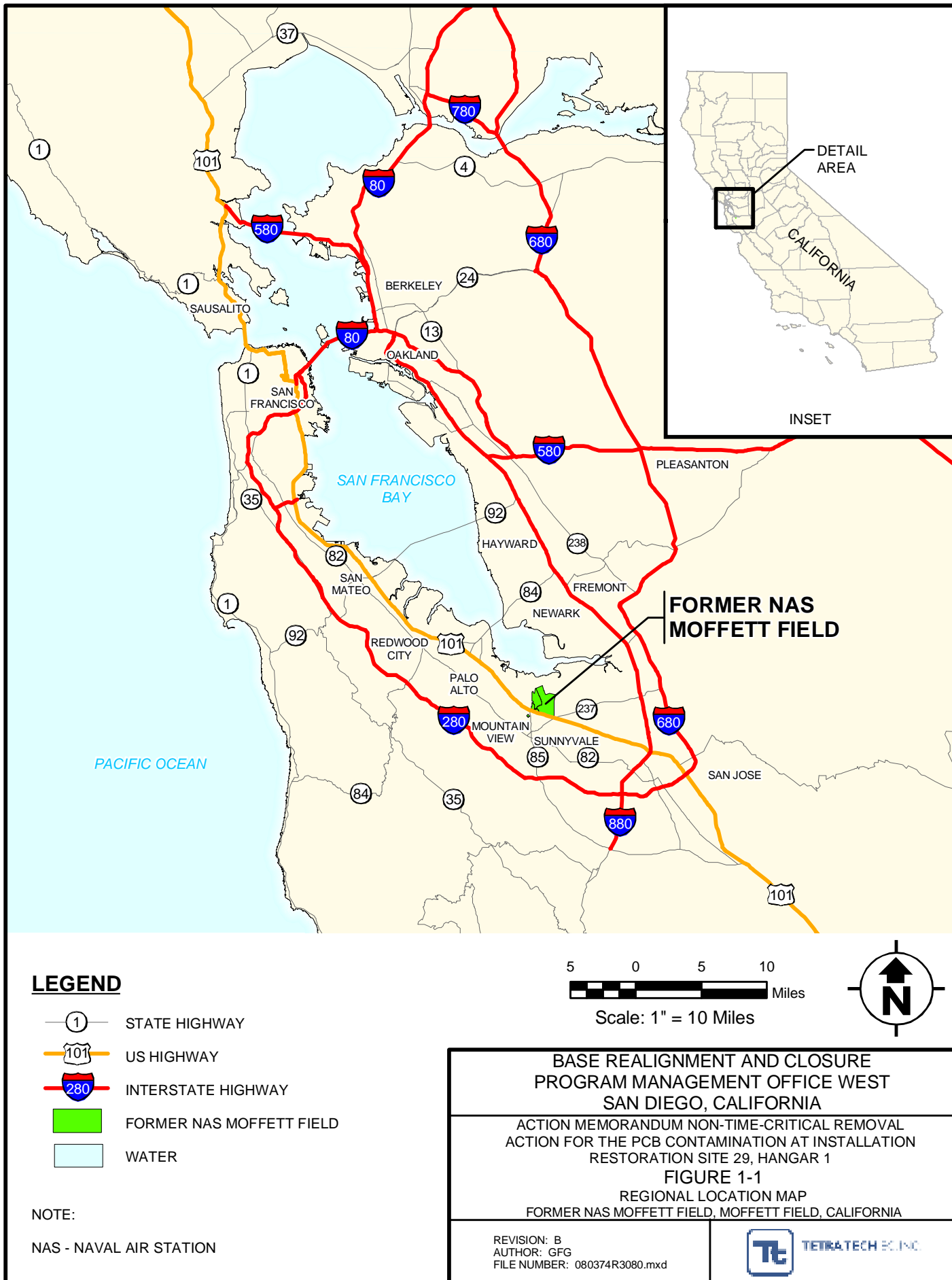
**Abbreviations and Acronyms:**

§ – section  
A – Applicable  
ARAR – applicable or relevant and appropriate requirement  
BMP – Best Management Practice  
Cal. Code Regs. – California Code of Regulations  
Cal. Water Code – California Water Code  
CWA – Clean Water Act  
Navy – Department of the Navy  
NPDES – National Pollutant Discharge Elimination System  
ppm – parts per million  
R & A – Relevant and Appropriate  
RCRA – Resource Conservation and Recovery Act  
SWPPP – Stormwater Pollution Prevention Plan  
SWRCB – State Water Resources Control Board

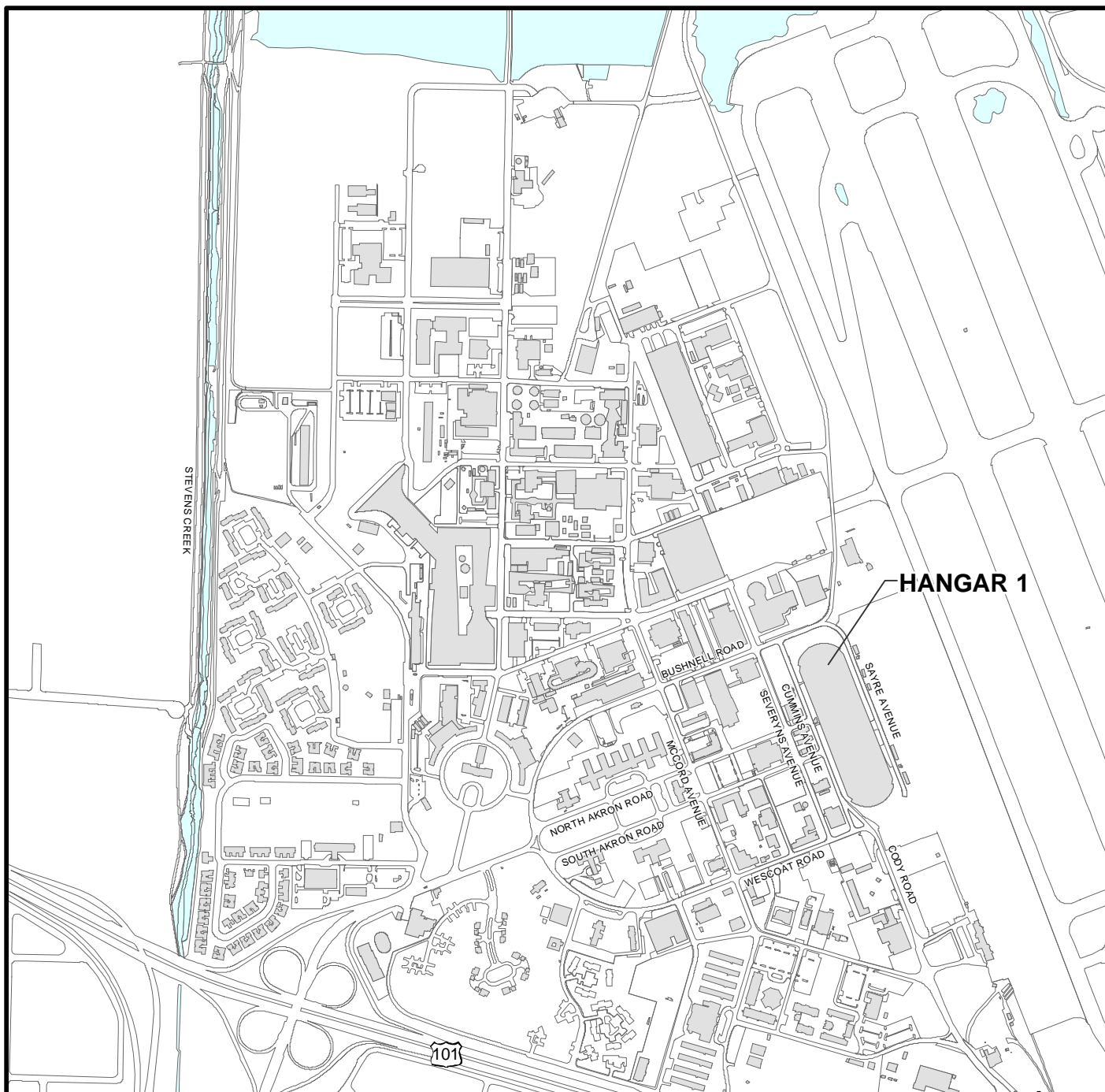
TBC – to be considered  
tit. – title

## **FIGURES**

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## LEGEND

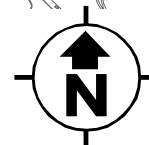
- BUILDING
- WATER/WETLAND

NOTE:

NAS - NAVAL AIR STATION

500 0 500 1,000  
Feet

Scale: 1" = 1000'



### BASE REALIGNMENT AND CLOSURE PROGRAM MANAGEMENT OFFICE WEST SAN DIEGO, CALIFORNIA

ACTION MEMORANDUM NON-TIME-CRITICAL REMOVAL  
ACTION FOR THE PCB CONTAMINATION AT INSTALLATION  
RESTORATION SITE 29, HANGAR 1

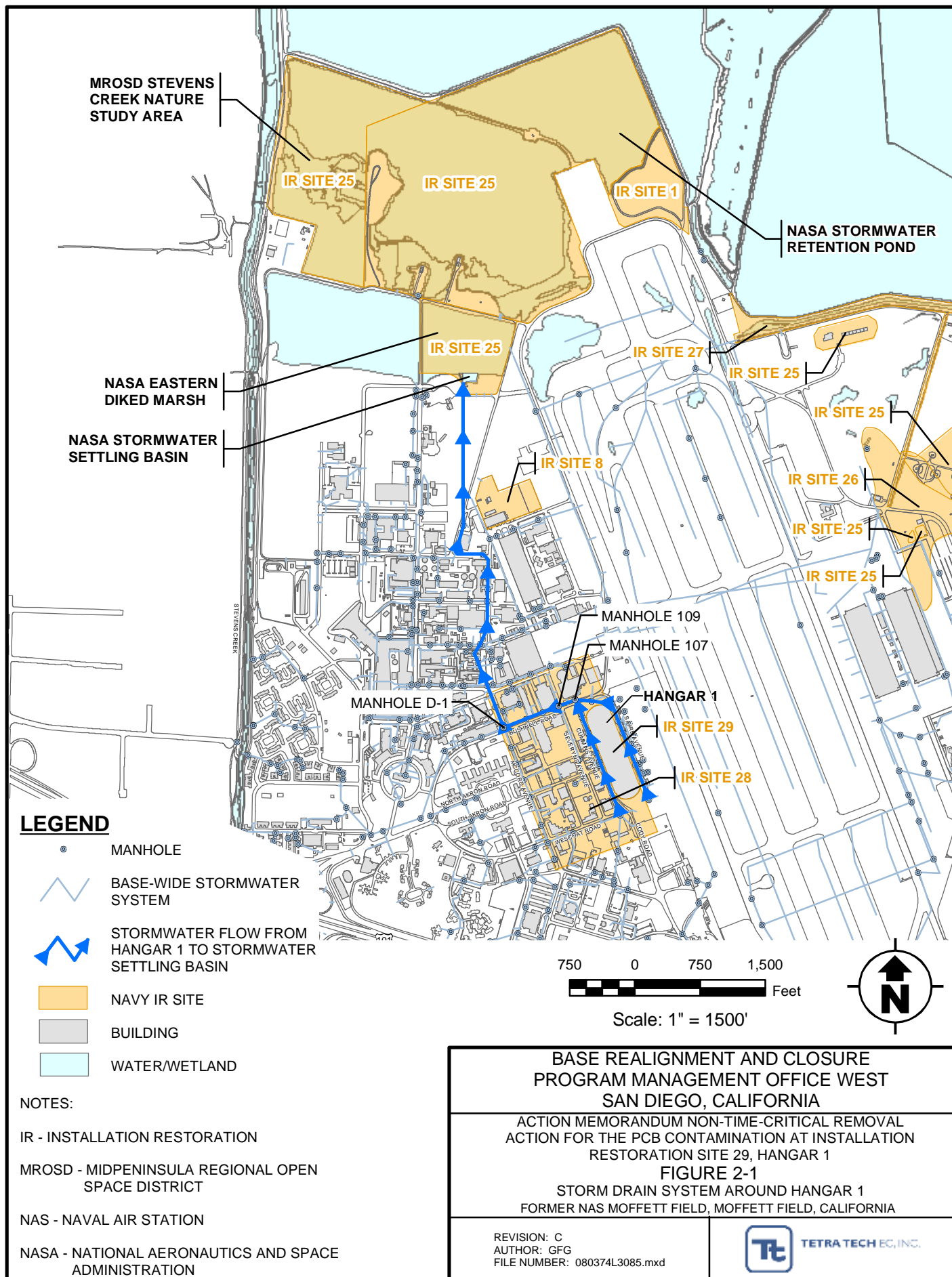
#### FIGURE 1-2

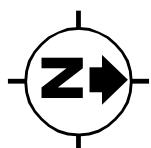
HANGAR 1 LOCATION MAP  
FORMER NAS MOFFETT FIELD, MOFFETT FIELD, CALIFORNIA

REVISION: B  
AUTHOR: GFG  
FILE NUMBER: 080374S3081.mxd



TETRA TECH INC.





75 0 75 150  
 Feet

Scale: 1" = 150'

NOTES:

NAS - NAVAL AIR STATION

PHOTOGRAPH TAKEN FEBRUARY 2002

BASE REALIGNMENT AND CLOSURE  
 PROGRAM MANAGEMENT OFFICE WEST  
 SAN DIEGO, CALIFORNIA

ACTION MEMORANDUM NON-TIME-CRITICAL REMOVAL  
 ACTION FOR THE PCB CONTAMINATION AT INSTALLATION  
 RESTORATION SITE 29, HANGAR 1

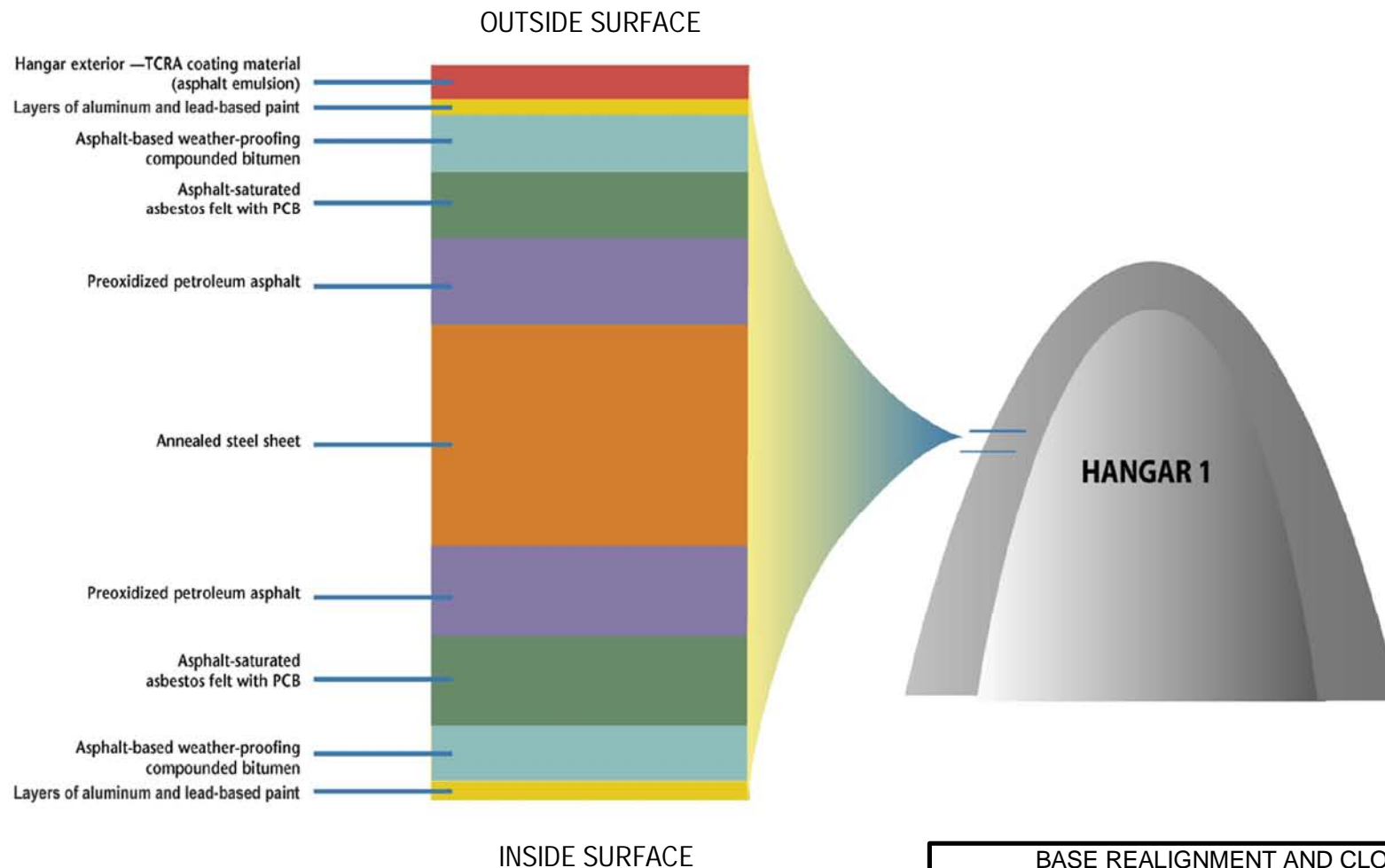
FIGURE 2-2

HANGAR 1 PHOTOGRAPH  
 FORMER NAS MOFFETT FIELD, MOFFETT FIELD, CALIFORNIA

REVISION: B  
 AUTHOR: GFG  
 FILE NUMBER: 080374L3086.mxd



TETRA TECH, INC.



NOTES:

NAS - NAVAL AIR STATION

PCB - POLYCHLORINATED BIPHENYL

TCRA - TIME CRITICAL REMOVAL ACTION

BASE REALIGNMENT AND CLOSURE  
PROGRAM MANAGEMENT OFFICE WEST  
SAN DIEGO, CALIFORNIA

ACTION MEMORANDUM NON-TIME-CRITICAL REMOVAL  
ACTION FOR THE PCB CONTAMINATION AT INSTALLATION  
RESTORATION SITE 29, HANGAR 1

FIGURE 2-3

HANGAR 1 SIDING COMPOSITION  
FORMER NAS MOFFETT FIELD, MOFFETT FIELD, CALIFORNIA

REVISION: B  
AUTHOR: GFG  
FILE NUMBER: 080374T3087.mxd



**APPENDIX A**

**INDEX OF ADMINISTRATIVE RECORDS  
FOR HANGAR 1, FORMER NAS MOFFETT FIELD,  
MOFFETT FIELD, CALIFORNIA**

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MOFFETT FIELD

DRAFT ADMINISTRATIVE RECORD FILE INDEX - UPDATE (SORTED BY RECORD DATE/RECORD NUMBER)

ADMINISTRATIVE RECORD FOR SITE 29

UIC No. / Rec. No.							
Doc. Control No.	Prc. Date	Author Affil.					
Record Type	Record Date	Author				Location	FRC Accession No.
Contr./Guid. No.	CTO No.	Recipient Affil.				SWDIV Box No(s)	FRC Warehouse
Approx. # Pages	EPA Cat. #	Recipient	Subject/Comments	Classification	Sites	CD No.	FRC Box No(s)
N00296 / 003166 EFAW SER 6421/8205 CORRESPONDENC E NONE 7	11-22-1999 <b>09-05-1998</b> NONE 00.0	NAVFAC - EFA WEST CHAO, S. RAB MEMBERS	TRANSMITTAL OF 13 AUGUST 1998 RESTORATION ADVISORY BOARD (RAB) MEETING MINUTES (INCLUDES 08 OCTOBER 1998 RAB MEETING AGENDA)	ADMIN RECORD INFO REPOSITORY	AOI 00001 AOI 00004 AOI 00005 HANGAR 1 OU 00005 SITE 00009 SITE 00022	CHOICE IMAGING SOLUTIONS SW080912-04	
N00296 / 000704 NONE REPORT NONE 100	10-22-2003 <b>12-15-1999</b> NONE	SCIENCE APPLIACTION INTERNATIONAL CORPORATION  NASA AMES RESEARCH CENTER	SETTLING BASIN SLUDGE ANALYSIS FOR 1995-1999	ADMIN RECORD INFO REPOSITORY	BLDG 00191 HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-01	
N00296 / 001493 FWSD-RACII-01- 0162 REPORT N44255-95-D-6030 25	10-01-2008 <b>12-12-2001</b> 00090	FOSTER WHEELER ENVIRONMENTAL CORPORATION STARR, G. NAVFAC - SOUTHWEST	DRAFT TECHNICAL MEMORANDUM FOR THE DIVERSION OF WEST-SIDE AQUIFERS TREATMENT SYSTEM (WATS) EFFLUENT, REVISION 2. ***COMMENTS: PREVIOUS VERSIONS WERE NOT SUBMITTED TO THE ADMINISTRATIVE RECORD.***	ADMIN RECORD	BLDG 000191 BLDG 000267 HANGAR 1	NAVFAC SOUTHWEST - BLDG. 1	

UIC No. / Rec. No.							
Doc. Control No.	Prc. Date	Author Affil.					
Record Type	Record Date	Author				Location	FRC Accession No.
Contr./Guid. No.	CTO No.	Recipient Affil.				SWDIV Box No(s)	FRC Warehouse
Approx. # Pages	EPA Cat. #	Recipient	Subject/Comments	Classification	Sites	CD No.	FRC Box No(s)
N00296 / 000707 NONE REPORT NONE 20	10-22-2003 <b>06-01-2002</b> NONE	NASA AMES RESEARCH CENTER  NAVFAC - SOUTHWEST	NASA AMES DEVELOPMENT PLAN, ADMINISTRATIVE FINAL PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT - APPENDIX: NASA AMES RESEARCH, CENTER HISTORIC RESOURCES PROTECTION PLAN AND MEMORANDUM OF AGREEMENT. ***COMMENTS: THIS APPENDIX WAS EXTRACTED FROM THE HISTORIC RESOURCES PROTECTION PLAN (HRPP). THE HRPP WAS NOT SUBMITTED TO THE ADMINISTRATIVE RECORDS.***	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080716-02	
N00296 / 000482 NONE FACT SHEET NONE 55	08-09-2002 <b>08-09-2002</b> NONE	NAVFAC - SOUTHWEST  GENERAL PUBLIC	FACT SHEET: INSTALLATION RESTORATION PROGRAM SITE OVERVIEW - SUMMER 2002. ***COMMENTS: DOCUMENT IS UNDATED - PROCESS DATE USED AS RECORD DATE [PORTION OF THE MAILING LIST IS SENSITIVE]***	ADMIN RECORD SENSITIVE	BLDG 00191 HANGAR 1 OU 00001 OU 00005 OU 00006 SITE 00001 SITE 00002 SITE 00005 SITE 00009 SITE 00012 SITE 00015 SITE 00019 SITE 00020 SITE 00022 SITE 00023 SITE 00024 SITE 00025 SITE 00026 SITE 00027 SITE 00028 SITE 0014S	CHOICE IMAGING SOLUTIONS SW080926-01	



UIC No. / Rec. No.	Doc. Control No.	Prc. Date	Author Affil.				
Record Type	Record Date	Author				Location	FRC Accession No.
Contr./Guid. No.	CTO No.	Recipient Affil.				SWDIV Box No(s)	FRC Warehouse
Approx. # Pages	EPA Cat. #	Recipient	Subject/Comments	Classification	Sites	CD No.	FRC Box No(s)——
N00296 / 000706 NONE REPORT NONE 20	10-22-2003 <b>11-21-2002</b> NONE	ADVISORY COUNCIL ON HISTORIC PRESERVATION KEATINGE, L. NASA AMES RESEARCH CENTER MAKINEN, M.	TRANSMITTAL OF PROGRAMMATIC AGREEMENT FOR THE IMPLEMENTATION OF A HISTORIC RESOURCES PROTECTION PLAN FOR SHENANDOAH PLAZA HISTORIC DISTRICT AND FOR THE REMAINDER OF NASA RESEARCH PARK (W/ ENCLOSURE)	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080716-02	
N00296 / 000743 NONE CORRESPONDENC E NONE 10	10-23-2003 <b>05-14-2003</b> NONE	NASA AMES RESEARCH CENTER SHELANDER, D. NAVFAC - SOUTHWEST PARKER, M.	LETTER REGARDING THE SUMMARY, SAMPLING HISTORY, RISKS, ACTIONS TAKEN TO DATE, AND MITIGATION OPTIONS (W/ ENCLOSURE)	ADMIN RECORD INFO REPOSITORY	HANGAR 1 SITE 00025	CHOICE IMAGING SOLUTIONS SW080716-03	
N00296 / 000699 NONE CORRESPONDENC E NONE 10	10-22-2003 <b>05-21-2003</b> NONE	NASA AMES RESEARCH CENTER OLLIGES, S. NAVFAC - SOUTHWEST PARKER, M.	LETTER REGARDING THE PCB SAMPLING RESULTS FOR HANGAR 1	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080716-02	
N00296 / 000705 NONE REPORT NONE 400	10-22-2003 <b>06-03-2003</b> NONE	ARC - MOFFETT FIELD GAFNEY, T. NAVFAC - SOUTHWEST	DRAFT HANGAR 1 PCB INVESTIGATIONS/MITIGATION OPTIONS	ADMIN RECORD INFO REPOSITORY	HANGAR 1	NAVFAC SOUTHWEST - BLDG. 110	
N00296 / 000702 QE:218-1 REPORT NONE 10	10-22-2003 <b>06-16-2003</b> NONE	NASA AMES RESEARCH CENTER OLLIGES, S. US EPA - SAN FRANCISCO TAN, L.	TRANSMITTAL OF THE ACTION MEMORANDUM FOR THE SAMPLING AND REMOVAL OF CONTAMINATED SEDIMENT FROM THE STORM WATER DRAINAGE TRENCHES SURROUNDING HANGAR 1 (W/ENCLOSURE) [SEE RECORD # 680 - REVISED ACTION MEMORANDUM]	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080829-01	

UIC No. / Rec. No.	Doc. Control No.	Prc. Date	Author Affil.					
Record Type	Record Date	Author				Location	FRC Accession No.	
Contr./Guid. No.	CTO No.	Recipient Affil.				SWDIV Box No(s)	FRC Warehouse	
Approx. # Pages	EPA Cat. #	Recipient	Subject/Comments	Classification	Sites	CD No.	FRC Box No(s)	
N00296 / 000701 QE: 218-1 CORRESPONDENC E NONE 2	10-22-2003 <b>07-01-2003</b> NONE	NASA AMES RESEARCH CENTER OLLIGES, S. CRWQCB - OAKLAND WOLFE, B.	RELEASE DESCRIPTION OF HAZARDOUS MATERIALS	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080716-02		
N00296 / 000703 NONE FACT SHEET NONE 3	10-22-2003 <b>07-01-2003</b> NONE	NASA AMES RESEARCH CENTER  NAVFAC - SOUTHWEST	FACT SHEET: TIME-CRITICAL REMOVAL ACTION AT THE STORM DRAINAGE TRENCHES	ADMIN RECORD INFO REPOSITORY	BLDG N-248 HANGAR 1 SITE 00009	CHOICE IMAGING SOLUTIONS SW080829-01		
N00296 / 000669 SWDIV SER 06CH.SG/1081 CORRESPONDENC E NONE 3	08-08-2003 <b>07-23-2003</b> NONE	NAVFAC - SOUTHWEST ESPINOZA, A. VARIOUS AGENCIES	NOTIFICATION OF SCHEDULE CHANGES NECESSARY TO ADDRESS CHANGING SITE CONDITIONS (PORTION OF THE MAILING LIST IS SENSITIVE)	ADMIN RECORD INFO REPOSITORY SENSITIVE	HANGAR 1 SITE 00025	CHOICE IMAGING SOLUTIONS SW080801-03		
N00296 / 000680 NONE CORRESPONDENC E NONE 10	08-08-2003 <b>07-25-2003</b> NONE	NASA AMES RESEARCH CENTER OLLIGES, S. US EPA - SAN FRANCISCO TAN, L.	TRANSMITTAL OF REVISED ACTION MEMORANDUM FOR THE SAMPLING AND REMOVAL OF CONTAMINATED SEDIMENT FROM STORM DRAINING TRENCHES (W/ENCLOSURE) [SEE RECORD # 702 - ACTION MEMORANDUM]. ***COMMENTS: REVISED ACTION MEMORANDUM IS DATED 17 JULY 2003***	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080829-01		
N00296 / 000709 NONE CORRESPONDENC E NONE 8	10-22-2003 <b>07-31-2003</b> NONE	NASA AMES RESEARCH CENTER WINNINGHAM, D. NAVFAC - SOUTHWEST	TRANSMITTAL OF RESULTS FROM 17 SAMPLES TAKEN FOR LEAD, ZINC, AND PCBS (W/ ENCLOSURES)	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080716-02		

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N00296 / 000742 NONE CORRESPONDENC E NONE 2	10-23-2003 <b>08-01-2003</b> NONE	NASA AMES RESEARCH CENTER WINNINGHAM, D. NAVFAC - SOUTHWEST GROMKO, S.	LETTER REGARDING ASBESTOS BEING RELEASED AND PRESENT IN THE TRENCH SEDIMENT	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080716-03	
N00296 / 000700 NONE CORRESPONDENC E NONE 10	10-22-2003 <b>08-07-2003</b> NONE	NASA AMES RESEARCH CENTER HAGENAU, C. NAVFAC - SOUTHWEST TAMAYO, A.	LETTER REGARDING THE ANALYSIS OF SEDIMENT IN TRENCH AROUND HANGAR 1	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080716-02	
N00296 / 000683 FWSD-RAC-03- 3324 & SWDIV SER 06CH.AT/1209 REPORT N68711-98-D-5713 500	08-26-2003 <b>08-22-2003</b> 00068	FOSTER WHEELER ENVIRONMENTAL CORPORTATION RIVERO, L. NAVFAC - SOUTHWEST	DRAFT TIME-CRITICAL REMOVAL ACTION WORK (INCLUDES SWDIV TRANSMITTAL LETTER) [PORTION OF THE MAILING LIST IS SENSITIVE] {SEE RECORD # 684 - FACT SHEET}	ADMIN RECORD INFO REPOSITORY SENSITIVE	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080829-01	
N00296 / 000684 NONE FACT SHEET NONE 8	08-26-2003 <b>09-01-2003</b> NONE	NAVFAC - SOUTHWEST  PUBLIC INTEREST	FACT SHEET: HANGAR 1 UPDATE NO. 1 (W/ENCLOSURE) [PORTION OF THE MAILING LIST IS SENSITIVE] {SEE RECORD # 683 - DRAFT TCRA WORK PLAN AND SWDIV TRANSMITTAL LETTER}	ADMIN RECORD INFO REPOSITORY SENSITIVE	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080829-01	
N00296 / 000698 FWSD-RAC-03- 3511 & SWDIV SER 06CH.AT/1272 REPORT N68711-98-D-5713 500	09-24-2003 <b>09-09-2003</b> CTO 0068	FOSTER WHEELER ENVIRONMENTAL CORPORTATION RIVERO, L. NAVFAC - SOUTHWEST DIVISION	FINAL TIME-CRITICAL REMOVAL ACTION WORK PLAN (INCLUDES SWDIV TRANSMITTAL LETTER)	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-01	

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Record Type	Record Date	Author				Location	FRC Accession No.
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N00296 / 000738 SWDIV SER 06CH.AT/1314 & FWSD-RAC-03-3635 REPORT N68711-98-D-5713 30	10-22-2003 <b>09-23-2003</b> 00068	FOSTER WHEELER ENVIRONMENTAL CORPORTATION  NAVFAC - SOUTHWEST	DRAFT ACTION MEMORANDUM FOR THE TIME-CRITICAL REMOVAL ACTION (INCLUDES SWDIV TRANSMITTAL LETTER) [PORTION OF THE MAILING LIST IS SENSITIVE]	ADMIN RECORD INFO REPOSITORY SENSITIVE	BLDG N-248 HANGAR 1 SITE 00024	CHOICE IMAGING SOLUTIONS SW080829-01	
N00296 / 000741 FWSD-RAC-04-0146 MINUTES N68711-98-D-5713 20	10-22-2003 <b>09-25-2003</b> 00048	NAVFAC - SOUTHWEST  RAB MEMBERS	25 SEPTEMBER 2003 RESTORATION ADVISORY BOARD MEETING AGENDA (INCLUDES 10 JULY 2003 RAB MEETING MINUTES, FACT SHEET UPDATE NO. 1, AND VARIOUS HANDOUTS). ***COMMENTS: DOCUMENT ORIGINATED FROM KATZ & ASSOCIATES.***	ADMIN RECORD INFO REPOSITORY	HANGAR 1 SITE 00001 SITE 00002 SITE 00022 SITE 00025 SITE 00026 SITE 00027 SITE 00028 SITE 00029	CHOICE IMAGING SOLUTIONS SW080716-03	
N00296 / 000838 04-0813 PUBLIC NOTICE N68711-98-D-5713 5	01-15-2004 <b>11-09-2003</b> 00071	SAN JOSE MERCURY NEWS  PUBLIC INTEREST	PROOF OF PUBLICATION FOR THE 09 AND 12 NOVEMBER 2003 PUBLIC NOTICE OF THE PUBLIC COMMENT PERIOD FOR THE ADMINISTRATIVE RECORD FILE AVAILABLE FOR REVIEW	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-01	
N00296 / 000805 FWSD-RAC-04- 0093 & SWDIV SER 06CH.AT/1466 REPORT N68711-98-D-5713 50	11-18-2003 <b>11-12-2003</b> 00068	FOSTER WHEELER ENVIRONMENTAL CORPORTATION  NAVFAC - SOUTHWEST	FINAL ACTION MEMORANDUM FOR THE TIME-CRITICAL REMOVAL ACTION (INCLUDES SWDIV TRANSMITTAL LETTER) [PORTION OF THE MAILING LIST IS SENSITIVE]	ADMIN RECORD INFO REPOSITORY SENSITIVE	BLDG N-248 HANGAR 1 SITE 00025	CHOICE IMAGING SOLUTIONS SW080829-01	
N00296 / 000766 NONE MINUTES NONE 10	11-06-2003 <b>11-13-2003</b> NONE	NAVFAC - SOUTHWEST  RAB MEMBERS	13 NOVEMBER 2003 RESTORATION ADVISORY BOARD MEETING PROPOSED AGENDA (INCLUDES MAP, 25 SEPTEMBER 2003 RAB MEETING MINUTES, AND PROPOSED MEETING SCHEDULE)	ADMIN RECORD INFO REPOSITORY	HANGAR 1 SITE 00025 SITE 00027	CHOICE IMAGING SOLUTIONS SW080716-03	

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N00296 / 000823 FWSD-RAC-04-0543 MINUTES N68711-98-D-5713 30	01-06-2004 <b>11-13-2003</b> 00048	FOSTER WHEELER ENVIRONMENTAL CORPORTATION  NAVFAC - SOUTHWEST	13 NOVEMBER 2003 RESTORATION ADVISORY BOARD (RAB) MEETING MATERIALS (INCLUDES AGENDA, MEETING MINUTES, AND VARIOUS HANDOUTS)	ADMIN RECORD INFO REPOSITORY	HANGAR 1 SITE 00001 SITE 00002 SITE 00022 SITE 00025 SITE 00026 SITE 00027 SITE 00028 SITE 00029	CHOICE IMAGING SOLUTIONS SW080716-03	
N00296 / 000846 04-0813 PUBLIC NOTICE N68711-98-D-5713 5	01-15-2004 <b>11-14-2003</b> 00071	MOUNTAIN VIEW VOICE  PUBLIC INTEREST	PUBLIC NOTICE OF 14 NOVEMBER 2003 - PUBLIC COMMENT PERIOD FOR THE ADMINISTRATIVE RECORD FILE FOR HANGAR 1	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-01	
N00296 / 000821 NONE CORRESPONDENC E NONE 2	01-06-2004 <b>11-19-2003</b> NONE	US EPA - SAN FRANCISCO JONES, J. NAVFAC - SOUTHWEST ESPINOZA, A.	REVIEW AND CONCURRENCE WITH THE FINAL TIME CRITICAL REMOVAL ACTION MEMORANDUM [SEE RECORD # 805 - FINAL ACTION MEMORANDUM] {PORTION OF THE MAILING LIST IS SENSITIVE}	ADMIN RECORD INFO REPOSITORY SENSITIVE	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080829-01	
N00296 / 000839 04-0813 PUBLIC NOTICE N68711-98-D-5713 5	01-15-2004 <b>11-19-2003</b> 00071	THE SUNNYVALE SUN  PUBLIC INTEREST	PUBLIC NOTICE OF 19 NOVEMBER 2003 - PUBLIC COMMENT PERIOD FOR THE ADMINISTRATIVE RECORD FILE FOR HANGAR 1	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-01	
N00296 / 000847 04-0813 PUBLIC NOTICE N68711-98-D-5713 5	01-15-2004 <b>11-19-2003</b> CTO 0071	LOS ALTOS TOWN CRIER  PUBLIC INTEREST	PUBLIC NOTICE OF 19 NOVEMBER 2003 - PUBLIC COMMENT PERIOD FOR THE ADMINISTRATIVE RECORD FILE FOR HANGAR 1	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-01	

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N00296 / 000820 FILE: 2189.8009 CORRESPONDENC E NONE 2	01-06-2004 <b>11-24-2003</b> NONE	CRWQCB - OAKLAND HUANG, J. NAVFAC - SOUTHWEST ESPINOZA, A.	REVIEW AND CONCURRENCE WITH THE FINAL TIME CRITICAL REMOVAL ACTION MEMORANDUM (PORTION OF THE MAILING LIST IS SENSITIVE) [SEE RECORD # 805 - FINAL ACTION MEMORANDUM]	ADMIN RECORD INFO REPOSITORY SENSITIVE	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080829-01		
N00296 / 000836 NONE MINUTES NONE 11	01-15-2004 <b>01-15-2004</b> NONE	NAVFAC - SOUTHWEST  RAB MEMBERS	15 JANUARY 2004 RESTORATION ADVISORY BOARD (RAB) MEETING PROPOSED AGENDA (INCLUDES 13 NOVEMBER 2003 RAB MEETING MINUTES)	ADMIN RECORD INFO REPOSITORY	HANGAR 1 SITE 00001 SITE 00022 SITE 00025 SITE 00027	CHOICE IMAGING SOLUTIONS SW080912-01		
N00296 / 000858 FWSD-RAC-04-1090 MINUTES N68711-98-D-5713 26	02-02-2004 <b>01-15-2004</b> 00071	NAVFAC - SOUTHWEST  RAB MEMBERS	15 JANUARY 2004 RESTORATION ADVISORY BOARD (RAB) MEETING AGENDA (INCLUDES 13 NOVEMBER 2003 RAB MEETING MINUTES, JANUARY 2004 FACT SHEET: MOFFETT COMMUNITY HOUSING UPDATE, AIR SAMPLING RESULTS, AND VARIOUS HANDOUTS)	ADMIN RECORD INFO REPOSITORY	HANGAR 1 SITE 00001 SITE 00002 SITE 00022 SITE 00025 SITE 00026 SITE 00027 SITE 00028	CHOICE IMAGING SOLUTIONS SW080912-01		
N00296 / 000882 04-1420 MINUTES N68711-98-D-5713 20	03-30-2004 <b>03-11-2004</b> 00071	NAVFAC - SOUTHWEST  RAB MEMBERS	11 MARCH 2004 RESTORATION ADVISORY BOARD (RAB) MEETING AGENDA (INCLUDES 15 JANUARY 2004 RAB MEETING MINUTES, MEMBERSHIP UPDATES, AND VARIOUS HANDOUTS) [PORTION OF THE MAILING LIST IS SENSITIVE]	ADMIN RECORD INFO REPOSITORY SENSITIVE	HANGAR 1 SITE 00001 SITE 00002 SITE 00022 SITE 00025 SITE 00026 SITE 00027 SITE 00028	CHOICE IMAGING SOLUTIONS SW080912-02		

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N00296 / 000870 FWSD-RAC-04- 1352 & SWDIV SER 06CH.AT/0273 REPORT N68711-98-D-5713 100	02-11-2004 <b>03-16-2004</b> 00068	TETRA TECH FW, INC. RIVERO, L. NAVFAC - SOUTHWEST	FINAL TIME-CRITICAL REMOVAL ACTION COMPLETION REPORT (INCLUDES CD COPY, SWDIV TRANSMITTAL LETTER, AND REPLACEMENT PAGES CONVERTING THE DRAFT DATED 06 FEBRUARY 2004 TO FINAL) [PORTION OF THE MAILING LIST IS SENSITIVE]. ***COMMENTS: REPLACEMENT PAGES FOR COVER PAGE, SPINE, TITLE PAGE AND EXECUTIVE SUMMARY WERE ISSUED TO MAKE THE DOCUMENT FINAL. DRAFT VERSION ISSUED 02/06/04 (FWSD-RAC-04-0936 & SWDIV SER 06CH.AT/0113)***	ADMIN RECORD INFO REPOSITORY SENSITIVE	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080829-01	
N00296 / 003352 DS.B035.14245, SW SER 06CH.AT/0927 & 06CH.AE/0976 REPORT N68711-03-D-5104 250	09-30-2004 <b>09-15-2004</b> 00035	SULTECH MCCONATHY, B. VARIOUS AGENCIES	DRAFT WORK PLAN REMEDIAL INVESTIGATION AND FEASIBILITY STUDY (FS) [INCLUDES SWDIV TRANSMITTAL LETTER] {PORTION OF MAILING LIST IS SENSITIVE}	ADMIN RECORD INFO REPOSITORY SENSITIVE	HANGAR 1 SITE 00029	CHOICE IMAGING SOLUTIONS SW080815-03	
N00296 / 003345 04-2930 MINUTES N68711-98-D-5713 10	08-27-2004 <b>09-16-2004</b> CTO 0086	NAVFAC - SOUTHWEST DIVISION  RAB MEMBERS	16 SEPTEMBER 2004 RESTORATION ADVISORY BOARD (RAB) MEETING AGENDA (INCLUDES 15 JULY 2004 RAB MEETING MINUTES, 01 SEPTEMBER 2004 FACT SHEET, AND VARIOUS HANDOUTS)	ADMIN RECORD INFO REPOSITORY	HANGAR 1 OU 00001 SITE 00001 SITE 00002 SITE 00025 SITE 00026 SITE 00027 SITE 00028 SITE 00029	CHOICE IMAGING SOLUTIONS SW080926-03	

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N00296 / 003358	10-20-2004	BRAC PMO WEST	DRAFT RECORD OF DECISION (ROD)	ADMIN RECORD	BLDG 00191	CHOICE IMAGING	
DS. B023.13907	<b>10-14-2004</b>		NORTHERN CHANNEL [PORTION OF	INFO REPOSITORY	HANGAR 2	SOLUTIONS	
REPORT	00023	VARIOUS	MAILING LIST IS SENSITIVE] {SEE AR #	SENSITIVE	HANGAR 3	SW080801-04	
N68711-03-D-5104		AGENCIES	3359 - RESPONSIVENESS SUMMARY FOR		OU 00001		
60			PROPOSED PLAN, NORTHERN CHANNEL}.		OU 00005		
			***COMMENTS: APPENDIX B OF		OU 0002E		
			DOCUMENT IS A REVISION OF AR # 3359***		OU 0002W		
					OU 0006L		
					SITE 00001		
					SITE 00002		
					SITE 00003		
					SITE 00004		
					SITE 00005		
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					SITE 00008		
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N00296 / 003372 NONE MINUTES NONE 8	11-02-2004 <b>11-18-2004</b> NONE	NAVFAC - SOUTHWEST DIVISION  RAB MEMBERS	18 NOVEMBER 2004 RESTORATION ADVISORY BOARD (RAB) MEETING PROPOSED AGENDA (INCLUDES DIRECTIONS TO THE RAB MEETING AND 16 NOVEMBER 2004 RAB MEETING MINUTES)	ADMIN RECORD INFO REPOSITORY	HANGAR 1 SITE 00014 SITE 00025 SITE 00027 SITE 00029	CHOICE IMAGING SOLUTIONS SW080926-03	
N00296 / 003396 DS.B035.14246 & BRAC SER BPMOW.ART/0289 REPORT N68711-03-D-5104 350	01-25-2005 <b>01-17-2005</b> CTO 0035	SULTECH MCCONATHY, B. BRAC PMO WEST	DRAFT FINAL WORK PLAN FOR THE REMEDIAL INVESTIGATION AND FEASIBILITY STUDY [INCLUDES TRANSMITTAL LETTER] (PORTION OF MAILING LIST IS SENSITIVE) (CD COPY ENCLOSED)	ADMIN RECORD INFO REPOSITORY SENSITIVE	HANGAR 1 SITE 00025 SITE 00029	CHOICE IMAGING SOLUTIONS SW080926-03	
N00296 / 003400 BRAC SER BPMOW.AME\0378 CORRESPONDENC E NONE 12	02-16-2005 <b>02-08-2005</b> NONE	BRAC PMO WEST  RAB MEMBERS	TRANSMITTAL OF 1) 10 MARCH 2005 RESTORATION ADVISORY BOARD (RAB) MEETING AGENDA, 2) DIRECTIONS TO THE RAB MEETING, AND 3) 13 JANUARY 2005 DRAFT RAB MEETING MINUTES (W/ ENCLOSURES)	ADMIN RECORD INFO REPOSITORY	SITE 00025 SITE 00029	CHOICE IMAGING SOLUTIONS SW080926-04	
N00296 / 003408 DS.B035.14246-1 & BRAC SER BPMOW.ART/0431 CORRESPONDENC E N68711-03-D-5104 20	02-24-2005 <b>02-23-2005</b> CTO 0035	KLIMEK, A. BRAC PMO WEST VARIOUS AGENCIES	TRANSMITTAL OF 1) ADDENDUM 01 TO THE DRAFT FINAL WORK PLAN AND 2) ADDENDUM 01 TO THE SAMPLING AND ANALYSIS PLAN, REMEDIAL INVESTIGATION AND FEASIBILITY STUDY (PORTION OF MAILING LIST IS SENSITIVE). ***COMMENTS: [SEE RECORD # 3396 - DRAFT FINAL WORK PLAN REMEDIAL INVESTIGATION AND FEASIBILITY STUDY]***	ADMIN RECORD INFO REPOSITORY SENSITIVE	HANGAR 1 SITE 00029	CHOICE IMAGING SOLUTIONS SW080926-04	
N00296 / 003420 05-0996 MINUTES N68711-98-D-5713 15	04-06-2005 <b>03-10-2005</b> 00086	TETRA TECH FW, INC.  RAB MEMBERS	10 MARCH 2005 RESTORATION ADVISORY BOARD (RAB) MEETING AGENDA (INCLUDES 13 JANUARY 2005 RAB MEETING MINUTES, STATUS UPDATE AND VARIOUS HANDOUTS)	ADMIN RECORD INFO REPOSITORY	SITE 00025 SITE 00029	CHOICE IMAGING SOLUTIONS SW080829-03	

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N00296 / 003450 05-1308 MINUTES N68711-98-D-5713 10	06-15-2005 <b>05-12-2005</b> NONE	BRAC PMO WEST  RAB MEMBERS	12 MAY 2005 RESTORATION ADVISORY BOARD (RAB) MEETING AGENDA (INCLUDES 10 MARCH 2005 MEETING MINUTES). ***COMMENTS: DOCUMENT ORIGINATED BY KATZ AND ASSOCIATES***		HANGAR 1 SITE 00001 SITE 00022 SITE 00025 SITE 00026 SITE 00027 SITE 00029	CHOICE IMAGING SOLUTIONS SW080926-04	
N00296 / 001001 NONE FACT SHEET NONE 4	06-26-2006 <b>06-01-2005</b> NONE	BRAC PMO WEST  PUBLIC INTEREST	FACT SHEET: UPDATE NO. 2, OVERVIEW OF THE ENVIRONMENTAL ACTIVITIES	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-03	
N00296 / 003458 05-1306 PUBLIC NOTICE N68711-98-D-5713 7	08-02-2005 <b>06-03-2005</b> 00086	KATZ & ASSOCIATES, INC.  PUBLIC INTEREST	FACT SHEET: ENVIRONMENTAL PROGRAM SITE OVERVIEW, UPDATE NO. 2, AND INVITATION TO PARTICIPATE IN THE ENVIRONMENTAL CLEANUP. ***COMMENTS: DOCUMENT IS UNDATED. TRANSMITTAL LETTER DATE WAS USED AS THE RECORD DATE.***	ADMIN RECORD INFO REPOSITORY	BLDG 00088 HANGAR 1 HANGAR 2 HANGAR 3 OU 00001 SITE 00001 SITE 00002 SITE 00022 SITE 00023 SITE 00025 SITE 00026 SITE 00027 SITE 00028 SITE 00029	CHOICE IMAGING SOLUTIONS SW080801-04	
N00296 / 003469 05-1827 PUBLIC NOTICE N68711-98-D-5713 3	10-14-2005 <b>06-08-2005</b> 00086	SUNNYVALE SUN  PUBLIC INTEREST	PUBLIC NOTICE OF THE 13 JUNE 2005 INVITATION TO ATTEND A PUBLIC OPEN HOUSE THAT WILL PRESENT AN OVERVIEW OF THE ENVIRONMENTAL ACTIVITIES	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080829-03	

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N00296 / 003470 05-1827 PUBLIC NOTICE N68711-98-D-5713 3	10-14-2005 <b>06-09-2005</b> 00086	SAN JOSE MERCURY NEWS  PUBLIC INTEREST	PUBLIC NOTICE OF THE 13 JUNE 2005 INVITATION TO ATTEND A PUBLIC OPEN HOUSE THAT WILL PRESENT AN OVERVIEW OF THE ENVIRONMENTAL ACTIVITIES	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080829-03	
N00296 / 003471 05-1827 PUBLIC NOTICE N68711-98-D-5713 3	10-14-2005 <b>06-10-2005</b> 00086	MOUNTAIN VIEW VOICE  PUBLIC INTEREST	PUBLIC NOTICE OF THE 13 JUNE 2005 INVITATION TO ATTEND A PUBLIC OPEN HOUSE THAT WILL PRESENT AN OVERVIEW OF THE ENVIRONMENTAL ACTIVITIES	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080829-03	
N00296 / 003481 05-1823 MINUTES N68711-98-D-5713 40	10-18-2005 <b>06-13-2005</b> 00086	NAS MOFFETT FIELD  PUBLIC INTEREST	13 JUNE 2005 COMMUNITY RELATIONS SUPPORT OPEN HOUSE MATERIALS (INCLUDES SIGN IN SHEET, AGENDA/STATION OVERVIEW, MEETING EVALUATION/COMMENT FORM SUMMARY AND VARIOUS HANDOUT MATERIALS) [PORTION OF SIGN-IN SHEET AND COMMENT FORM IS SENSITIVE]	ADMIN RECORD INFO REPOSITORY SENSITIVE	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080829-03	
N00296 / 003478 05-1820 PUBLIC NOTICE N68711-98-D-5713 4	10-14-2005 <b>08-10-2005</b> 00086	TETRA TECH EC, INC.  PUBLIC INTEREST	PUBLIC NOTICE OF THE 18 AUGUST 2005 INVITATION TO ATTEND THE INFORMATIONAL POSTER SESSION AND ALTERNATIVES WORKSHOP	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080829-03	
N00296 / 003479 05-1820 PUBLIC NOTICE N68711-98-D-5713 4	10-14-2005 <b>08-11-2005</b> 00086	TETRA TECH EC, INC.  PUBLIC INTEREST	PUBLIC NOTICE OF THE 18 AUGUST 2005 INVITATION TO ATTEND THE INFORMATIONAL POSTER SESSION AND ALTERNATIVES WORKSHOP	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080829-03	
N00296 / 003480 05-1820 PUBLIC NOTICE N68711-98-D-5713 4	10-14-2005 <b>08-12-2005</b> 00086	TETRA TECH EC, INC.  PUBLIC INTEREST	PUBLIC NOTICE OF THE 18 AUGUST 2005 INVITATION TO ATTEND THE INFORMATIONAL POSTER SESSION AND ALTERNATIVES WORKSHOP	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080829-03	

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Contr./Guid. No.	CTO No.	Recipient Affil.				SWDIV Box No(s)	FRC Warehouse
Approx. # Pages	EPA Cat. #	Recipient	Subject/Comments	Classification	Sites	CD No.	FRC Box No(s)
N00296 / 003482 05-1830 MINUTES N68711-98-D-5713 40	10-18-2005 <b>08-18-2005</b> 00086	NAS MOFFETT FIELD  PUBLIC INTEREST	18 AUGUST 2005 COMMUNITY RELATIONS SUPPORT INFORMATIONAL POSTER SESSION AND ALTERNATIVES WORKSHOP MATERIALS (INCLUDES SIGN IN SHEET, AGENDA, COMMENT FORM SUMMARY AND VARIOUS HANDOUT MATERIALS) [PORTION OF SIGN-IN SHEET AND COMMENT FORM IS SENSITIVE]	ADMIN RECORD INFO REPOSITORY SENSITIVE	HANGAR 1 SITE 00025	CHOICE IMAGING SOLUTIONS SW080829-03	
N00296 / 003483 NONE PUBLIC NOTICE NONE 3	10-26-2005 <b>08-18-2005</b> NONE	BRAC PMO WEST  PUBLIC INTEREST	INVITATION TO ATTEND 18 AUGUST 2005 HANGAR 1 INFORMATIONAL POSTER SESSION AND ALTERNATIVES WORKSHOP	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080829-03	
N00296 / 001055 06-1049 PUBLIC NOTICE N68711-98-D-5713 4	08-17-2006 <b>04-28-2006</b> CTO 0086	MOUNTAIN VIEW VOICE  PUBLIC INTEREST	PUBLIC NOTICE OF THE 05 MAY 2006 - 05 JUNE 2006 PUBLIC COMMENT PERIOD ON HANGAR 1 ENGINEERING EVALUATION/COST ANALYSIS (EE/CA)	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-03	
N00296 / 001014 NONE FACT SHEET NONE 4	06-26-2006 <b>05-01-2006</b> NONE	BRAC PMO WEST  PUBLIC INTEREST	FACT SHEET - UPDATE NO. 3, INFORMATION ON ENVIRONMENTAL ACTIVITIES RELATED TO HANGAR 1; INVITATION TO COMMENT ON THE ENGINEERING EVALUATION/COST ANALYSIS	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-03	
N00296 / 001022 06-1049 PUBLIC NOTICE N68711-98-D-5713 1	06-26-2006 <b>05-03-2006</b> CTO 0086	THE SUNNYVALE SUN  PUBLIC INTEREST	PUBLIC NOTICE OF THE PUBLIC REVIEW AND COMMENT PERIOD ON HANGAR 1 ENGINEERING EVALUATION/COST ANALYSIS (EE/CA)	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-03	
N00296 / 001038 06-1049 PUBLIC NOTICE N68711-98-D-5713 1	06-26-2006 <b>05-04-2006</b> CTO 0086	SAN JOSE MERCURY NEWS  PUBLIC INTEREST	PUBLIC NOTICE OF THE PUBLIC REVIEW AND COMMENT PERIOD ON HANGAR 1 ENGINEERING EVALUATION/COST ANALYSIS (EE/CA)	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-03	

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Record Type	Record Date	Author				Location	FRC Accession No.	
Contr./Guid. No.	CTO No.	Recipient Affil.				SWDIV Box No(s)	FRC Warehouse	
Approx. # Pages	EPA Cat. #	Recipient	Subject/Comments	Classification	Sites	CD No.	FRC Box No(s)	
N00296 / 000980 FWSD-RAC-06-0828 REPORT N68711-98-D-5713 75	05-08-2006 <b>05-05-2006</b> CTO 0068	TETRA TECH EC, INC. JAMIESON, G. BRAC PMO WEST	ENGINEERING EVALUATION/COST ANALYSIS (CD COPY ENCLOSED). ***COMMENTS: [SEE RECORD # 981 - BRAC PMO WEST TRANSMITTAL LETTER, AND RECORD # 1387 - ENGINEERING EVALUATION/COST ANALYSIS, REVISION 1]***	ADMIN RECORD INFO REPOSITORY	HANGAR 1 SITE 00029	CHOICE IMAGING SOLUTIONS SW080912-03		
N00296 / 000981 BRAC SER BPMOW.DSG/0411 CORRESPONDENC E NONE 3	05-08-2006 <b>05-05-2006</b> NONE	BRAC PMO WEST WEISSENBORN, R. VARIOUS AGENCIES	TRANSMITTAL OF ENGINEERING EVALUATION/COST ANALYSIS (W/OUT ENCLOSURE) {PORTION OF THE MAILING LIST IS SENSITIVE}. ***COMMENTS: [SEE RECORD # 980 - ENGINEERING EVALUATION/COST ANALYSIS]***	ADMIN RECORD INFO REPOSITORY SENSITIVE	HANGAR 1 SITE 00029	CHOICE IMAGING SOLUTIONS SW080912-03		
N00296 / 001034 06-1049 PUBLIC NOTICE N68711-98-D-5713 1	06-26-2006 <b>05-05-2006</b> 00086	MOUNTAIN VIEW VOICE  PUBLIC INTEREST	PUBLIC NOTICE OF THE 11 MAY 2006 RESTORATION ADVISORY BOARD (RAB) MEETING, AND PUBLIC REVIEW AND COMMENT PERIOD ON HANGAR 1 ENGINEERING EVALUATION/COST ANALYSIS (EE/CA)	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-03		
N00296 / 001212 804228 MINUTES NONE 25	10-15-2007 <b>05-11-2006</b> NONE	KATZ & ASSOCIATES, INC.  NAVFAC - SOUTHWEST	TRANSCRIPT OF PUBLIC COMMENTS FOR HANGAR 1 ENGINEERING EVALUATION/COST ANALYSIS (EE/CA) RECORDED AT THE RAB MEETING ON 11 MAY 2006	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-04		
N00296 / 001028 06-1049 PUBLIC NOTICE N68711-98-D-5713 1	06-26-2006 <b>05-17-2006</b> CTO 0086	THE SUNNYVALE SUN  PUBLIC INTEREST	PUBLIC NOTICE ANNOUNCEMENT OF THE HANGAR 1 COMMUNITY UPDATE	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-03		
N00296 / 001029 06-1049 PUBLIC NOTICE N68711-98-D-5713 1	06-26-2006 <b>05-17-2006</b> 00086	THE SUNNYVALE SUN  PUBLIC INTEREST	PUBLIC NOTICE OF THE 23 MAY 2006 HANGAR 1 PUBLIC MEETING	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-03		

UIC No. / Rec. No. Doc. Control No. Record Type Contr./Guid. No. Approx. # Pages	Prc. Date Record Date CTO No. EPA Cat. #	Author Affil. Author Recipient Affil. Recipient	Subject/Comments	Classification	Sites	Location SWDIV Box No(s) CD No.	FRC Accession No. FRC Warehouse FRC Box No(s)
N00296 / 001040 06-1049 PUBLIC NOTICE N68711-98-D-5713 1	06-26-2006 <b>05-18-2006</b> 00086	SAN JOSE MERCURY NEWS  PUBLIC INTEREST	PUBLIC NOTICE: HANGAR 1 COMMUNITY UPDATE	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-03	
N00296 / 001041 06-1049 PUBLIC NOTICE N68711-98-D-5713 1	06-26-2006 <b>05-18-2006</b> 00086	SAN JOSE MERCURY NEWS  PUBLIC INTEREST	PUBLIC NOTICE OF THE 23 MAY 2006 HANGAR 1 PUBLIC MEETING	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-03	
N00296 / 000999 DS.B035.20276 REPORT N68711-03-D-5104 100	06-06-2006 <b>05-19-2006</b> 00035	SULTECH MCCONATHY, B. BRAC PMO WEST	DRAFT WORK PLAN FOR SOIL CHARACTERIZATION. ***COMMENTS: (SEE RECORD # 1000 - BRAC PMO WEST TRANSMITTAL LETTER)***	ADMIN RECORD INFO REPOSITORY	BLDG 00002 HANGAR 1 SITE 00025 SITE 00029	CHOICE IMAGING SOLUTIONS SW080912-03	
N00296 / 001000 BRAC SER BPMOW.SG\0446 CORRESPONDENC E NONE 4	06-06-2006 <b>05-19-2006</b> NONE	BRAC PMO WEST WEISSENBORN, R. VARIOUS AGENCIES	TRANSMITTAL OF DRAFT WORK PLAN FOR SOIL CHARACTERIZATION (W/OUT ENCLOSURE) {PORTION OF THE MAILING LIST IS SENSITIVE}. ***COMMENTS: [SEE RECORD # 999 - DRAFT WORK PLAN FOR SOIL CHARACTERIZATION]***	ADMIN RECORD INFO REPOSITORY SENSITIVE	HANGAR 1 SITE 00029	CHOICE IMAGING SOLUTIONS SW080912-03	
N00296 / 001035 06-1049 PUBLIC NOTICE N68711-98-D-5713 1	06-26-2006 <b>05-19-2006</b> CTO 0086	MOUNTAIN VIEW VOICE  PUBLIC INTEREST	PUBLIC NOTICE: HANGAR 1 COMMUNITY UPDATE	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-03	
N00296 / 001037 06-1049 PUBLIC NOTICE N68711-98-D-5713 1	06-26-2006 <b>05-19-2006</b> CTO 0086	MOUNTAIN VIEW VOICE  PUBLIC INTEREST	PUBLIC NOTICE OF THE 23 MAY 2006 HANGAR 1 PUBLIC MEETING	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-03	

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Record Type	Record Date	Author				Location	FRC Accession No.	
Contr./Guid. No.	CTO No.	Recipient Affil.				SWDIV Box No(s)	FRC Warehouse	
Approx. # Pages	EPA Cat. #	Recipient	Subject/Comments	Classification	Sites	CD No.	FRC Box No(s)	
N00296 / 000998 NONE PUBLIC NOTICE NONE 3	05-30-2006 <b>05-23-2006</b> NONE	BRAC PMO WEST MACCHIARELLA, T. PUBLIC INTEREST	INVITATION TO ATTEND 23 MAY 2006 HANGAR 1 PUBLIC MEETING (INCLUDES AGENDA AND MAP). ***COMMENTS: DOCUMENT IS UNDATED. MEETING DATE WAS USED AS RECORD DATE***	ADMIN RECORD INFO REPOSITORY	BLDG 00943 HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-03		
N00296 / 001210 NONE MINUTES NONE 40	10-15-2007 <b>05-23-2006</b> NONE	BRAC PMO WEST  VARIOUS AGENCIES	23 MAY 2006 PUBLIC MEETING TRANSCRIPT	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-04		
N00296 / 001048 BRAC SER BPMOW.RCW CORRESPONDENC E NONE 14	08-07-2006 <b>06-22-2006</b> NONE	BRAC PMO WEST WEISSENBORN, R. RAB MEMBERS	TRANSMITTAL OF THE 13 JULY 2006 RESTORATION ADVISORY BOARD (RAB) MEETING AGENDA, DIRECTIONS TO RAB MEETING, AND 11 MAY 2006 DRAFT RAB MINUTES (W/ENCLOSURE)	ADMIN RECORD INFO REPOSITORY	BLDG 00088 BLDG 000943 HANGAR 1 SITE 00025 SITE 00027	CHOICE IMAGING SOLUTIONS SW080912-03		
N00296 / 001067 NONE MINUTES NONE 15	09-11-2006 <b>09-14-2006</b> NONE	BRAC PMO WEST  RAB MEMBERS	14 SEPTEMBER 2006 RESTORATION ADVISORY BOARD (RAB) MEETING AGENDA (INCLUDES DIRECTIONS TO THE RAB MEETING AND 13 JULY 2006 RAB MEETING MINUTES ). ***COMMENTS: [SEE RECORD # 1066 - BRAC PMO WEST TRANSMITTAL LETTER]***	ADMIN RECORD INFO REPOSITORY	BLDG 00088 BLDG 00943 HANGAR 1 SITE 00022 SITE 00025 SITE 00029	CHOICE IMAGING SOLUTIONS SW080912-03		
N00296 / 001108 BRAC SER BPMOW.RCW CORRESPONDENC E NONE 9	10-23-2006 <b>10-19-2006</b> NONE	BRAC PMO WEST WEISSENBORN, R. RAB MEMBERS	TRANSMITTAL OF 1) 09 NOVEMBER 2006 RESTORATION ADVISORY BOARD (RAB) AGENDA, 2) DIRECTIONS TO THE RAB MEETING, 3) 14 SEPTEMBER 2006 DRAFT RAB MINUTES (W/ ENCLOSURES)	ADMIN RECORD INFO REPOSITORY	BLDG 00029 BLDG 00055 BLDG 00191 BLDG 06088 HANGAR 1 SITE 00001 SITE 00022 SITE 00025 SITE 00027 SITE 00028 SITE 00029	CHOICE IMAGING SOLUTIONS SW080912-03		

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Record Type	Record Date	Author				Location	FRC Accession No.
Contr./Guid. No.	CTO No.	Recipient Affil.				SWDIV Box No(s)	FRC Warehouse
Approx. # Pages	EPA Cat. #	Recipient	Subject/Comments	Classification	Sites	CD No.	FRC Box No(s)——
N00296 / 001120 BRAC SER BPMOW.RCW CORRESPONDENC E NONE 9	12-27-2006 <b>12-21-2006</b> NONE	BRAC PMO WEST WEISSENBORN, R. RAB MEMBERS	TRANSMITTAL OF 1) 11 JANUARY 2007 PROPOSED RESTORATION ADVISORY BOARD (RAB) AGENDA, 2) DIRECTIONS TO THE RAB MEETING, AND 3) 09 NOVEMBER 2006 DRAFT RAB MINUTES (W/ ENCLOSURES)	ADMIN RECORD INFO REPOSITORY	BLDG 00088 BLDG N214 BLDG N217A HANGAR 1 IA 00014 SITE 00014 SITE 00027	CHOICE IMAGING SOLUTIONS SW080912-03	
N00296 / 003499 NONE MINUTES NONE 7	02-22-2007 <b>01-11-2007</b> NONE	RAB MEMBERS	08 MARCH 2007 RESTORATION ADVISORY BOARD (RAB) MEETING AGENDA (INCLUDES DIRECTIONS TO THE MEETING AND 11 JANUARY 2007 MEETING MINUTES). ***COMMENTS: [SEE RECORD # 3498 - BRAC PMO WEST TRANSMITTAL LETTER]***	ADMIN RECORD INFO REPOSITORY	BLDG 00088 HANGAR 1 SITE 00014 SITE 00022 SITE 00025 SITE 00027 SITE 00029	CHOICE IMAGING SOLUTIONS SW080926-04	
N00296 / 001280 BRAC SER BPMOW.JMH/0350 CORRESPONDENC E NONE 5	03-26-2008 <b>02-09-2007</b> NONE	BRAC PMO WEST HILL, J. STATE HISTORIC PRESERVATION - SACRAMENTO DONALDSON, M.	LETTER REQUESTING CONTINUED PARTICIPATION IN THE NAVY'S COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION, AND LIABILITY ACT (CERCLA) NON-TIME CRITICAL REMOVAL ACTION	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080926-02	
N00296 / 003515 BRAC SER BPMOW.RCW CORRESPONDENC E NONE 9	05-14-2007 <b>04-19-2007</b> NONE	BRAC PMO WEST WEISSENBORN, R. RAB MEMBERS	TRANSMITTAL OF 1) 10 MAY 2007 RESTORATION ADVISORY BOARD (RAB) MEETING AGENDA, 2) 15 FEBRUARY 2007 DIRECTIONS TO THE RESTORATION ADVISORY BOARD (RAB) MEETING, AND 3) 08 MARCH 2007 DRAFT RESTORATION ADVISORY BOARD (RAB) MEETING MINUTES [WITH ENCLOSURES]	ADMIN RECORD INFO REPOSITORY	BLDG 00029 BLDG 00088 BLDG 00943 HANGAR 1 SITE 00014 SITE 00025 SITE 00027 SITE 00029	CHOICE IMAGING SOLUTIONS SW080926-04	



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Approx. # Pages	EPA Cat. #	Recipient	Subject/Comments	Classification	Sites		
N00296 / 003522 BRAC SER BPMOW.DN/0622 CORRESPONDENC E NONE 8	07-02-2007 <b>06-19-2007</b> NONE	BRAC PMO WEST NEWTON, D. RAB MEMBERS	TRANSMITTAL OF 1) 12 JULY 2007 RESTORATION ADVISORY BOARD (RAB) MEETING AGENDA 2) DIRECTIONS TO THE RAB MEETING, AND 3) 10 MAY 2007 DRAFT RAB MEETING MINUTES (W/ ENCLOSURES)	ADMIN RECORD INFO REPOSITORY	BLDG 00029 BLDG 00088 HANGAR 1 SITE 00001 SITE 00005 SITE 00014 SITE 00022 SITE 00023 SITE 00025 SITE 00026 SITE 00027 SITE 00028 SITE 00029	CHOICE IMAGING SOLUTIONS SW080926-04	
N00296 / 001151 BRAC SER BMPOW.DN/0778 CORRESPONDENC E NONE 10	08-30-2007 <b>08-21-2007</b> NONE	BRAC PMO WEST NEWTON, D. RAB MEMBERS	TRANSMITTAL OF 1) 13 SEPTEMBER 2007 RESTORATION ADVISORY BOARD (RAB) MEETING AGENDA , 2) DIRECTIONS TO THE RESTORATION ADVISORY BOARD (RAB) MEETING, AND 3) 12 JULY 2007 DRAFT RESTORATION ADVISORY BOARD (RAB) MEETING MINUTES [WITH ENCLOSURES]	ADMIN RECORD INFO REPOSITORY	AREA 14 BLDG 00029 BLDG 00943 HANGAR 1 IA 00014 SITE 00001 SITE 00022 SITE 00025 SITE 00027	CHOICE IMAGING SOLUTIONS SW080912-04	
N00296 / 001231 BRAC SER BPMOW.DN\0150 CORRESPONDENC E NONE 3	02-19-2008 <b>12-10-2007</b> NONE	BRAC PMO WEST NEWTON, D. RAB MEMBERS	ACKNOWLEDGEMENT OF RESTORATION ADVISORY BOARD (RAB) MEMBERS INVOLVEMENT IN THE ENVIRONMENTAL RESTORATION PROCESS [INCLUDES FACT SHEET: UPDATE NO. 4 - PREPARATION OF AN ENGINEERING EVALUATION/COST ANALYSIS (EE/CA)]	ADMIN RECORD	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080912-04	
N00296 / 001417 BRAC SER BPMOW.DN/0151 CORRESPONDENC E NONE 5	08-18-2008 <b>12-10-2007</b> NONE	BRAC PMO WEST NEWTON, D. VARIOUS AGENCIES	OVERVIEW OF HISTORIC MITIGATION MEASURES BEING CONSIDERED IN THE REVISED ENGINEERING EVALUATION/COST ANALYSIS FOR HANGAR 1 AND REQUEST FOR CONTINUED PARTICIPATION IN THE CERCLA PROCESS (PORTION OF MAILING LIST IS SENSITIVE)	ADMIN RECORD INFO REPOSITORY SENSITIVE	HANGAR 1	CHOICE IMAGING SOLUTIONS SW081010-01	

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Approx. # Pages	EPA Cat. #	Recipient	Subject/Comments	Classification	Sites	CD No.	FRC Box No(s)
N00296 / 001265 BRAC SER BPMOW.DN\0274 CORRESPONDENC E NONE 1	03-20-2008 <b>02-14-2008</b> NONE	BRAC PMO WEST NEWTON, D. RAB MEMBERS	TRANSMITTAL OF 1) 13 MARCH 2008 RESTORATION ADVISORY BOARD (RAB) AGENDA, 2) DIRECTIONS TO THE RAB MEETING AND 3) MINUTES OF THE 10 JANUARY 2008 MEETING (W/ENCLOSURES) [CD COPY ENCLOSED]	ADMIN RECORD INFO REPOSITORY	HANGAR 1	CHOICE IMAGING SOLUTIONS SW080926-02	
N00296 / 001369 BRAC SER BPMOW.DN/0550 CORRESPONDENC E NONE 15	07-15-2008 <b>07-01-2008</b> NONE	BRAC PMO WEST NEWTON, D. RAB MEMBERS	TRANSMITTAL OF THE (1) AGENDA AND (2) DIRECTIONS TO THE 17 JULY 2008 RESTORATION ADVISORY BOARD MEETING AND THE (3) MINUTES OF THE 15 MAY 2008 MEETING (W/ENCLOSURE)	ADMIN RECORD INFO REPOSITORY	HANGAR 1 SITE 00025 SITE 00026 SITE 00027 SITE 00028	CHOICE IMAGING SOLUTIONS SW081010-01	
N00296 / 003528 PROJECT NUMBER 07220000-0003 REPORT N6243-07R-2006 150	01-05-2009 <b>07-24-2008</b> NONE	EXELTECH  BRAC PMO WEST	STRUCTURAL ANALYSIS AND GRAVITY, SEISMIC AND WIND VULNERABILITY STUDY	ADMIN RECORD INFO REPOSITORY	SITE 00029	SOUTHWEST DIVISION - BLDG. 1	
N00296 / 001394 ECSD-5713-0079- 0004 REPORT N68711-98-D-5713 100	08-08-2008 <b>07-25-2008</b> CTO 0079	TETRA TECH EC, INC. MAIDRAND, B. BRAC PMO WEST	ASSESSMENT OF ADVERSE EFFECTS TO THE UNITES STATES NAVAL AIR STATION SUNNYVALE, CALIFORNIA - HISTORIC DISTRICT FROM THE RECOMMENDED REMOVAL ACTION ALTERNATIVE (CD COPY ENCLOSED). ***COMMENTS: [SEE RECORD # 1388 - ASSISTANT SECRETARY OF THE NAVY TRANSMITTAL LETTER]***	ADMIN RECORD INFO REPOSITORY	BLDG 00525 HANGAR 1 SITE 00029	NAVFAC SOUTHWEST - BLDG. 110	
N00296 / 001384 BRAC SER BPMOW.DN/0617 CORRESPONDENC E NONE 9	08-04-2008 <b>07-30-2008</b> NONE	BRAC PMO WEST NEWTON, D. VARIOUS AGENCIES	TRANSMITTAL OF THE ENGINEERING EVALUATION / COST ANALYSIS, REVISION 1 (PORTION OF THE MAILING LIST IS SENSITIVE) [W/OUT ENCLOSURE] {SEE AR # 1387 - ENGINEERING EVALUATION / COST ANALYSIS, REVISION 1}	ADMIN RECORD INFO REPOSITORY SENSITIVE	HANGAR 1 SITE 00029	CHOICE IMAGING SOLUTIONS SW081010-01	

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Approx. # Pages	EPA Cat. #	Recipient	Subject/Comments	Classification	Sites	CD No.	FRC Box No(s)
N00296 / 001387 ECSD-5713-0068-0001 REPORT N68711-98-D-5713 480	08-04-2008 <b>07-30-2008</b> CTO 0068	TETRA TECH EC, INC. MAIDRAND, B. BRAC PMO WEST	ENGINEERING EVALUATION / COST ANALYSIS, REVISION 1 (CD COPY ENCLOSED). ***COMMENTS: (SEE RECORD # 1384 - BRAC PMO WEST TRANSMITTAL LETTER, # 980 - ENGINEERING EVALUATION / COST ANALYSIS, AND # 1388 - ASSISTANT SECRETARY OF THE NAVY TRANSMITTAL LETTER)***	ADMIN RECORD INFO REPOSITORY	HANGAR 1 SITE 00025 SITE 00029	CHOICE IMAGING SOLUTIONS SW081010-01	
N00296 / 001388 NONE CORRESPONDENCE NONE 7	08-08-2008 <b>08-01-2008</b> NONE	ASSISTANT SECRETARY OF THE NAVY SCHREGARDUS, D. ADVISORY COUNCIL ON HISTORIC PRESERVATION NAU, J.	TRANSMITTAL OF THE 1) ENGINEERING EVALUATION / COST ANALYSIS, REVISION 1, AND THE (**SEE COMMENTS). ***COMMENTS: 2) ASSESSMENT OF ADVERSE EFFECTS TO THE UNITED STATES NAVAL AIR STATION SUNNYVALE, CALIFORNIA - HISTORIC DISTRICT FROM THE RECOMMENDED REMOVAL ACTION ALTERNATIVE (W/OUT ENCLOSURE) [SEE AR # 1387 - 1) EE/CA, REVISION 1, AND # 1394 - 2) ASSESSMENT OF ADVERSE EFFECTS] {PER RPM D. NEWTON, ON AUGUST 08 2008, THIS LETTER TRANSMITS BOTH REPORTS}***	ADMIN RECORD INFO REPOSITORY	HANGAR 1 SITE 00029	NAVFAC SOUTHWEST - BLDG. 110	
N00296 / 001467 BRAC SER BPMOW.DN/0812 & TTEM.3206.0001.001 CORRESPONDENCE NONE 12	09-12-2008 <b>09-04-2008</b> NONE	BRAC PMO WEST NEWTON, D. RAB MEMBERS	TRANSMITTAL OF (1) AGENDA AND (2) DIRECTIONS TO THE 11 SEPTEMBER 2008 RESTORATION ADVISORY BOARD MEETING; AND (3) DRAFT MINUTES OF THE 17 JULY 2008 MEETING (W/ENCLOSURES)	ADMIN RECORD INFO REPOSITORY	HANGAR 1 SITE 00008 SITE 00025 SITE 00026 SITE 00027 SITE 00029	CHOICE IMAGING SOLUTIONS SW081010-01	
N00296 / 001530 BRAC SER BPMOW.DN/1067 MINUTES NONE 11	11-14-2008 <b>11-03-2008</b> NONE	BRAC PMO WEST NEWTON, D. RAB MEMBERS	13 NOVEMBER 2008 RESTORATION ADVISORY BOARD (RAB) MEETING MAILER (INCLUDES 13 NOVEMBER 2008 RAB AGENDA, DIRECTIONS TO THE RAB MEETING, AND 11 SEPTEMBER 2008 DRAFT RAB MEETING MINUTES)	ADMIN RECORD	HANGAR 1 SITE 00008 SITE 00025 SITE 00026 SITE 00029	NAVFAC SOUTHWEST - BLDG. 1	

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Doc. Control No.	Prc. Date	Author Affil.					Location	FRC Accession No.
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Contr./Guid. No.	CTO No.	Recipient Affil.					CD No.	FRC Box No(s)——
Approx. # Pages	EPA Cat. #	Recipient	——— Subject/Comments ———	Classification	Sites			

**Total Estimated Record Page Count:** 4,020

**Total - Administrative Records:** 93

[UIC NUMBER]='N00296'  
No Keywords  
Sites=HANGAR 1;SITE 00029  
No Classification

**APPENDIX B**

**RESPONSIVENESS SUMMARY**

**FOR ENGINEERING EVALUATION/COST ANALYSIS, REVISION 1**

**IR SITE 29, HANGAR 1, FORMER NAS MOFFETT FIELD**

**MOFFETT FIELD, CALIFORNIA**

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**RESPONSIVENESS SUMMARY FOR  
ENGINEERING EVALUATION/COST ANALYSIS, REVISION 1  
IR SITE 29, HANGAR 1  
FORMER NAS MOFFETT FIELD  
MOFFETT FIELD, CALIFORNIA**

<b>Written on:</b> August 18, 2008		<b>Received on:</b> August 26, 2008	
<b>From:</b> Anthony (Tony) Spitaleri, Mayor		<b>Submitted Via:</b> Letter submitted to Kimberly Kesler, Director Navy BRAC PMO West	
<b>Affiliation/Agency:</b> City of Sunnyvale			
<b>Comment 1S:</b> The City of Sunnyvale commends NASA and the NAVY for its release of the EE/CA and provides these comments on Alternative 10: Remove Siding and Coat Exposed Surfaces:		<b>Response 1S</b>	
<b>1S.1:</b> The City supports the report’s Removal Action Objective (RAO) to control the migration of contaminants (PCBs) from Hangar One to the environment through source elimination or containment as an acceptable alternative. This alternative will arguably eliminate the risk to human health and the environment.		<b>1S.1:</b> Comment noted.	
<b>1S.2:</b> The City does have some concern that Alternative 10 falls short in its explanation of issues such as control and proposed effectiveness of the alternative within the scope of the removal action. Specifically, the RAO presents no action plan for addressing other significant contaminants of concern. The City does not agree that by using the criteria of implementability and effectiveness and costs, a detailed evaluation is achieved. <b>1S.3:</b> The City is also concerned that this alternative does not address the interior contaminants of the Hangar and seems to ignore contaminants as regulatory drivers.		<b>1S.2 and 1S.3:</b> The selected removal action (Alternative 10) is a source removal action for the contaminant of concern, PCBs, on both the exterior and interior of Hangar 1. Asbestos and lead are regulated materials that will be properly managed, abated, or disposed of in accordance with applicable regulations during the course of the removal action. Each removal action alternative was evaluated in accordance with the National Oil and Hazardous Substances Pollution Contingency Plan Regulations.	

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<b>1S.4:</b> The City also urges the Navy to consider feedback from the community regarding acceptance or rejection of alternatives.	<b>1S.4:</b> There was a 45-day public comment period which extended from July 30 to September 13. During this period the Navy held a public meeting on August 26 where comments were received on the proposed NTCRA. The Navy has reviewed all of the comments received and taken them into account in the final decision set forth in the Action Memorandum.
<b>1S.5:</b> The City of Sunnyvale supports the use of federal funds to clean and restore Hangar One so that it is habitable and code-compliant (Legislative Advocacy Position 7.3E.A29). Therefore, the City would not support any alternative which would result in the removal of the Hangar.	<b>1S.5:</b> The selected alternative leaves the hangar structural steel in place for use or improvement by NASA, the current federal facility operator, or any future property owner.

<b>Written on:</b> September 12, 2008		<b>Received on:</b> September 12, 2008	
<b>From:</b> Tom Means, Mayor (Submitted on behalf of Mayor by Priscilla Kubicki, Office Assistant, City Clerk’s Office)		<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West	
<b>Affiliation/Agency:</b> City of Mountain View			
<b>Comment 2S:</b> The City is pleased that the Navy is no longer considering demolition of the hangar as the preferred alternative. However, the City continues to hold the position that the Navy is responsible for restoring the hangar with replacement of siding as historic mitigation and bringing the hangar into code compliance for future use.  Specifically, the City of Mountain View submits the following comments regarding the EE/CA Revision 1:		<b>Response 2S</b>	



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<b>2S.1:</b> The City of Mountain View encourages the Navy to restore the hangar with replacement of siding as historic mitigation and bring the hangar into code compliance.	<b>2S.1:</b> Comment noted.
<b>2S.2:</b> The City of Mountain View requests that the Navy provide specific details behind the EE/CA's \$14.9 million cost estimate for re-siding the hangar.	<b>2S.2:</b> Each removal action alternative was evaluated in accordance with the National Oil and Hazardous Substances Pollution Contingency Plan Regulations. The cost estimates prepared and provided in the EE/CA for each alternative are of sufficient detail for a valid comparative cost analysis of alternatives.
<b>2S.3:</b> The City of Mountain View encourages the Navy, in the event they choose not to select replacement of siding as historic mitigation or not to bring the hangar into code compliance, to work cooperatively with NASA during the remedial design and implementation phases of the project to plan for a full solution, both remediation and re-siding of the hangar, simultaneously and expeditiously. Such cooperation could achieve significant project efficiencies for efforts to evaluate, make decisions and implement re-siding of the hangar and code upgrades. For example, there may be significant cost savings if scaffolding or other construction equipment can be shared between siding removal and siding replacement, as well as for electrical or mechanical code upgrades.	<b>2S.3:</b> The Navy and NASA are formally working together and exchanging information. The Navy has provided NASA information pertaining to the recommended removal action efforts and implementation schedule. While NASA has not identified a reuse for the hangar at this time, they are committed to sharing information with the Navy on its planned reuse efforts. Both agencies are striving to coordinate efforts in a manner consistent with the recent recommendation of the Advisory Council on Historic Preservation.
<b>2S.4:</b> The City of Mountain View requests that the Navy assess, in greater detail, any potential negative effects of the structural framework being left open to the elements, such as, but not limited to, bird nesting and potential safety impacts for aircraft safety, potential deterioration to the hangar's floor and potential corrosion of any mechanical members related to the hangar's doors.	<b>2S.4:</b> Due to the potential for the hangar to serve as a roosting area, a biological survey will be conducted prior to beginning the removal action to support development of appropriate measures to address concerns about migratory birds. Potential impacts associated with the activities of other species and potential impacts on aircraft safety will need to be addressed by NASA as airfield operations and facility maintenance issues. The hangar's floor is a continuation of the concrete slab that exists on the outside. The structural steel and mechanical members will be coated with weather-resistant epoxy to contain the PCBs and to

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	protect against potential corrosion. Hangar 1 currently has a flashing beacon. This beacon not only marks the obstruction, but also serves as an aid to pilots by telling them there is an airfield present and the type of airfield. The Navy's planned action will leave this beacon in place. Since the Hangar 1 structure and beacon are being left intact, additional requirements are not anticipated.
<b>2S.5:</b> The City of Mountain View requests that the Navy commit to testing the recoating of the structural steel more frequently than every five years to ensure containment of the PCBs.	<b>2S.5:</b> Based on the expected life span of the weather-resistant epoxy coating to be applied to the hangar's structural steel, inspections and touch-ups every 5 years and a recoating every 10 years are adequate. Once the removal action is complete, a monitoring and maintenance plan will be developed to ensure the coating's integrity.
<p><b>2S.6:</b> The City of Mountain View requests that the Navy further evaluate the epoxy penetrant remediation process used by Thomarios Corporation for the inside of Hangar One's sister hangar in Akron, Ohio, in case this process might provide a feasible alternative for remediating the inside and outside of Hangar One without removing the siding.</p> <p>Thank you for the opportunity to comment on the EE/CA Revision 1. Hangar One has been an important part of the Mountain View community since its construction in 1933 and the City and its community members are vitally interested in its preservation and future use.</p>	<p><b>2S.6:</b> Thomarios was awarded a portion of the Akron Airdock Interior Cleaning and Coating Project. Their approach was to remediate the PCB dust by vacuuming the steel structure as well as catwalks and other interior items and then coating the steel to encapsulate the PCBs in the paint. Thomarios did not perform any work on the exterior of the Akron Airdock. Navy representatives visited the Akron hangar several times and corresponded regularly with the Lockheed remediation group. The approach in Akron was considered during the EE/CA process. The Navy spent more than 2 years evaluating the 13 exterior alternatives and 4 interior alternatives during the EE/CA process. Four of the alternatives for the exterior were coating alternatives that received a complete evaluation in the EE/CA. Two additional coatings were briefly investigated based on public comments, but were determined not to be feasible. The coating alternatives were all evaluated with the assistance of the actual coating manufacturers' representatives and coating application</p>

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	<p>professionals. They were evaluated for life span, adherence, and color options. All of the alternatives for the interior used different coatings. The Navy plans to pressure wash the structural steel prior to coating and capture the runoff to ensure all of the dust is removed. The Navy believes this combined approach is the best remediation solution for Hangar 1.</p>
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<b>Written on:</b> September 12, 2008		<b>Received on:</b> September 12, 2008	
<b>From:</b> Stephen E. Abbors, General Manager (Submitted by Jeannie Buscaglia, Planning Department Administrative Assistant)		<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West	
<b>Affiliation/Agency:</b> Midpeninsula Regional Open Space District			
<b>Comment 3S:</b> Thank you very much for the opportunity to comment on the referenced document. As you know, the Midpeninsula Regional Open Space District (District) owns the 55-acre Stevens Creek Nature Study Area (SCNSA) which adjoins the former NAS Moffett Field. The SCNSA is part of Installation Restoration Site 25, also known as the “Stormwater Retention Pond”, which is to be remediated as part of a different Record of Decision once all potentially contributing upland sources have been fully addressed. The hydrogeologic relationship between Site 29 and Site 25 is well documented (NASA 2003a; NASA 2003b) and thus remediation plans for addressing contamination of groundwater by polychlorinated biphenyl’s (PCBs) leaching from Hanger One is of paramount concern to the District. The EE/CA recommends Removal Action Alternative 10, i.e., removal of the Hanger One siding followed by the coating of exposed surfaces with a protective sealant.  While Alternative 10 would remove <u>most</u> of the PCB contaminants, some will remain. The District is therefore very concerned with the potential for additional		<b>Response 3S</b>	

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<p>toxins to enter both the groundwater aquifers up-gradient from Site 25 and the pond at the SCNSA. The continuing presence of a contaminant source contributing toxins to a nature study area that will soon receive broader public use by connecting Mountain View Shoreline Park to Sunnyvale Baylands Park via the San Francisco Bay Trail mandates that the Navy take those measures that provide the greatest protection for public health. We are concerned for the following reasons:</p>	
<p><b>3S.1:</b> The chance of further contaminant release, should the sealant used on the skeletal frame deteriorate from the effects of wind, rain, sun and marine environment, remains.</p> <p><b>3S.2:</b> Nesting by birds on the structural members is also likely to contribute to accelerated wear of the protective coating.</p> <p><b>3S.3:</b> The long-term obligation to maintain the coating in an impermeable state is vaguely addressed by reference to non-specific “institutional controls”.</p> <p><b>3S.4:</b> Spot maintenance is unlikely to be a workable alternative, and regularly scheduled re-coating would be an expensive and time consuming process in the long-term for any federal agency charged with such responsibilities.</p> <p><b>3S.5:</b> The District believes that some of these concerns are better addressed with an alternative that does not depend on periodic recoating of damaged or deteriorated exposed structural members. Alternatives that result in total coverage of the existing siding, eliminating direct exposure to the atmosphere, provide some level of certainty that the PCBs will be contained in the structure rather than migrate to the aquifers that connect to Site 25. However, these alternatives would only be effective as long as the integrity of the coating or siding is preserved. It appears that a combination of the siding removal of Alternative 10, with the application of both a high quality structural coating and a new (ideally visually similar) siding presented in Alternative 6, would be the most protective approach from the standpoint of human health and the environment. Before a final containment solution is selected for the remedial action, a broader range of covering options and/or combinations of the current alternatives should be more</p>	<p><b>3S.1, 3S.2, 3S.4, 3S.5:</b> The coating selected is designed for exterior use and to stand up to the elements. Once the removal action is complete, a monitoring and maintenance plan will be developed to ensure the coating’s integrity.</p> <p>Additionally, due to the potential for the hangar to serve as a roosting area, a biological survey will be conducted prior to beginning the removal action to support development of appropriate measures to address concerns about migratory birds. Potential impacts associated with the activities of other species will need to be addressed as airfield operations and facility maintenance issues.</p> <p>The EE/CA process evaluated numerous state-of-the-art alternatives involving coating, stripping, and covering the existing siding and structural steel. The alternatives in the Final EE/CA represent the fullest and best set of options to address the contamination. The selected alternative is a viable alternative. It is technically and administratively feasible.</p>

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thoroughly explored both from engineering and cost perspectives. The District's primary concern is environmental protection. In view of the very strong public interest in the historical preservation of Hanger One, we believe the project merits a more thorough review and analysis of additional remedial action alternatives to identify a remediation plan that achieves the Remedial Action Objectives and satisfies preservation goals.

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<b>Written on:</b> September 12, 2008		<b>Received on:</b> September 12, 2008	
<b>From:</b> Lenny Siegel, Executive Director		<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West	
<b>Affiliation/Agency:</b> Center for Public Environmental Oversight (A project of the Pacific Studies Center)			
<b>Comment 4S:</b> We appreciate the Navy’s efforts to both inform our community and hear our concerns about the proposed Removal Action for Moffett Field’s Site 29, Hangar One, but we remain disappointed in both the quality of the July 2008 Engineering Evaluation/Cost Analysis (EE/CA) and the limitations of the Navy’s proposed action. The Navy should plan to fully restore Hangar One after removing toxic substances from the cladding (roof and siding) and short of that, it should explain why it does not wish to and does not have to.		<b>Response 4S:</b> The selected alternative leaves the hangar structural steel in place for use or improvement by NASA, the current federal facility operator, or a future property owner.  Any additional mitigation would be the responsibility of NASA pursuant to their “Programmatic Agreement for the Historic Resources Protection Plan, Shenandoah Plaza Historic District, Moffett Field, CA” with ACHP.	
<b>4S.1:</b> CPEO acknowledges that the evidence that the Hangar would pose a risk in the future if the interior and exterior were not fully remediated is overwhelming. We appreciate the work that NASA and the Navy have done to document these risks in response to our earlier comments. More important, we support removal of the cladding as the most permanent and effective method of preventing releases and exposures.		<b>4S.1:</b> Comment noted.	

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<p><b>4S.2:</b> When the Navy was allowed to transform what was to be a focused Remedial Investigation/Feasibility Study (RI/FS) into an EE/CA, it promised that the document would be “robust” and comprehensive. Robust, by our definition, is <i>not</i> a document that leaves out important pieces of information, is <i>not</i> a document that fails to analyze the full environmental consequences of an action, and is <i>not</i> a document that uses only limited criteria to evaluate the action. Because the conclusions of the EE/CA suggest that cost is the overwhelming criterion by which the preferred alternative was selected, we are dismayed that all cost elements have not been made transparent.</p>	<p><b>4S.2:</b> Each removal action alternative was evaluated in accordance with the National Oil and Hazardous Substances Pollution Contingency Plan regulations. The cost estimates prepared and provided in the EE/CA for each alternative are of sufficient detail for a valid comparative cost analysis of alternatives.</p>
<p><b>4S.3:</b> The cleanup of Hangar One, under EPA Superfund guidance, should support its reasonably anticipated future land use. The Navy, like any other responsible party, has an obligation to remediate the property to allow the reasonably anticipated land use. The reasonably anticipated use of the Hangar is as a public facility, such as a museum or educational center. This CPEO Hangar One EE/CA Comments 2 September 12, 2008 means two things:</p> <ol style="list-style-type: none"> <li>1. Residual contamination should not make the reuse unsafe. The Navy appears to meet this criterion.</li> <li>2. Cleanup actions should not prevent reuse. This is where the Navy falls short. When the Navy excavated the Northern Channel at Moffett Field, it restored the channel to its original form and function. When it removed inactive underground storage tanks, it filled the holes. When it removes the toxic panels, it should replace them with visually similar, but safer materials.</li> </ol>	<p><b>4S.3:</b> The Navy’s cleanup action will not prevent reuse. The manner in which the Navy will conduct the cleanup action will not preclude implementation of future restoration measures by the National Aeronautics and Space Administration (NASA), the federal facility operator of the former NAS Moffett Field, or others interested in potential reuse of the hangar. The cleanup action will leave the Hangar 1 frame standing to allow for improvements and future reuse. The Navy’s primary responsibility in conducting the CERCLA removal action is to reduce risks to human health and the environment associated with the release or potential release of hazardous substances present in the construction materials of Hangar 1. Future use of Hangar 1 as a museum or educational center is a change in building use, requiring improvements. Structural or building improvements for change in reuse are beyond the scope of the Navy’s CERCLA action.</p>

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<p><b>4S.4:</b> Furthermore, the removal action should comply with applicable or relevant and appropriate historic preservation requirements (ARARs). On page 4-39 of the EE/CA, the Navy agrees: “Mitigation measures would be performed to substantively comply with the NHPA [National Historic Preservation Act] and the Secretary of the Interior’s Standards for the Treatment of Historic Properties (36 C.F.R., Part 68).” This means that the Hangar should be preserved, restored, or rehabilitated.</p> <p>However, those latter Standards state, for both Preservation and Rehabilitation: “A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces and spatial relationships.” For Restoration, they state, “A property will be used as it was historically or be given a new use that interprets the property and its restoration period.” But the Navy has proposed to leave this unique, historical landmark in a condition that does not allow it to be reused at all!</p>	<p><b>4S.4:</b> The Navy substantively complied with the NHPA for this CERCLA removal action by actively seeking the expertise and comments of the California Office of Historic Preservation, the Advisory Council on Historic Preservation, and other interested parties. The Navy met and discussed alternatives, adverse effects, and historic mitigation measures with OHP, ACHP, and other stakeholders throughout the CERCLA removal action planning process. The removal action maintains the frame of Hangar 1 and reflects the original hangar’s relationship to the other contributing structures within the Historic District. Maintenance of the frame, along with the other recommended historic mitigation, ensures the Historic District will continue to represent the hangar’s original purpose and visual scale while protecting human health and the environment. The historic mitigation measures proposed in the EE/CA and selected in the Action Memorandum adequately reflect consideration of the need to preserve and protect the hangar as a cultural resource while addressing the need to respond to the release of contaminants from the structure.</p>
<p><b>4S.5:</b> The EE/CA repeatedly assures that the Navy will consult with the Advisory Council on Historic Preservation, the State Historic Preservation Office, and others in furtherance of these objectives. That consultation, in itself, does not constitute substantive compliance. The fact that the Navy is Lead Agency under CERCLA (the Comprehensive Environmental Response, Compensation, and Liability Act) does not constitute authority to arbitrarily ignore the interpretations of the historic preservation ARARs provided by the historic preservation agencies. Rather, to override those recommendations the Navy, under CERCLA, must demonstrate that other ARARs conflict or that historic preservation would be technically impracticable, prohibitively expensive, or pose an unacceptable risk to human health, public safety, or the natural environment. The Navy does not make any such argument in the EE/CA. It simply chooses not to include full historic mitigation in</p>	<p><b>4S.5:</b> Input and recommendations provided by the Advisory Council on Historic Preservation, the State Historic Preservation Office, and others concerned about historic preservation had a significant impact on the Navy’s evaluation of alternatives under CERCLA. At no point in the process were any interpretations of historic preservation ARARs or recommendations provided ignored by the Navy.</p>



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the preferred alternative.	
<p><b>4S.6:</b> Reading between the lines, the only potential justification for ignoring historic preservation requirements is cost. Table 5-2 of the EE/CA estimated that re-covering the Hangar would cost \$14,910,000. However, you stated at the September 11 meeting of the Moffett Field Restoration Advisory Board that this number includes remobilization costs, on the assumption that re-covering would be a separate project from removal. In addition, to our knowledge this added expense does not account for the savings on maintenance likely to result from re-covering. But even \$15 million does not meet the test of prohibitive cost within the Navy's BRAC [Base Realignment and Closure] environmental budget of over \$150 million each year. The Navy (including the Marines) has spent about \$2.5 billion nationally on BRAC cleanup through CPEO Hangar One EE/CA Comments 3 September 12, 2008 FY 2007, and it expects to spend nearly \$1.5 billion more.</p> <p>The projected additional cost of recovering Hangar One is less than one percent of that latter figure—the programmatic cost to complete.</p>	<p><b>4S.6:</b> Although the scope of the Navy's CERCLA removal action was not expanded to incorporate requirements for building improvements or code compliance in support of future reuse, the Navy has not ignored historic preservation requirements. Implementation of the selected alternative will leave the hangar in a safe condition and will not preclude implementation of future restoration measures by NASA, the federal facility operator of the former NAS Moffett Field, or others interested in potential reuse of the hangar.</p>
<p><b>4S.7:</b> In some of its statements, the Navy seems to suggest that there is an obligation to restore Hangar One after the removal of the panels, but that the obligation solely rests with NASA (the current owner) not the Navy. We see no legal or moral justification for this position. The Navy is proposing to take an action that will damage a unique—in fact, monumental—architectural and historic landmark. It is obligated to mitigate that damage. NASA, the current owner, also has obligations under the National Historic Preservation Act, and other entities—including future Hangar One occupants—may also contribute to restoration of the building. We do not object to that. But the Navy's obligation remains.</p>	<p><b>4S.7:</b> Comment noted. The manner in which the Navy will conduct the environmental response action will not preclude implementation of future restoration measures by NASA, the federal facility operator of the former NAS Moffett Field, or others interested in potential reuse of the hangar. The Navy understands that NASA has begun gathering information towards identifying a reuse for the hangar and is seeking partners to assist in its restoration. The Navy is working with NASA to better coordinate cleanup actions with NASA's reuse efforts.</p>

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<p><b>4S.8:</b> We believe that the artists' renderings of the painted Hangar One frame in the Navy's Section 106 ("Adverse Effects") Report exaggerates the similarity between the skeletal structure and the original. That is, based upon appearance alone, the uncovered frame does not constitute historic preservation. In fact, leaving the Hangar uncovered will undermine the integrity, visual appearance, and aesthetic value of the entire Moffett Historic District. We believe that the photo below, taken from the Navy's structural analysis report, better represents the appearance of the exposed frame.</p>	<p><b>4S.8:</b> Comment noted: The Navy acknowledges that the proposed environmental response action will affect character-defining architectural features that make the hangar distinctive. Removing the siding from the hangar frame will result in an adverse effect on the hangar and the historic district. Because the source of PCB contamination is the hangar siding material itself, it is difficult to avoid harm to the historic resource.</p>
<p><b>4S.9:</b> Moreover, we are concerned that the uncovered frame may become a roost for large numbers of birds, and thus become an unsanitary public nuisance. There is no analysis in the EE/CA of how birds will roost in this structure, if it is harmful to wildlife, or how bird droppings will affect the paint. There is no indication that the operations and maintenance (O&amp;M) component of Alternative 10 (\$3.1 million thirty-year present value) includes measures to prevent or respond to bird damage.</p>	<p><b>4S.9:</b> Due to the potential for the hangar to serve as a roosting area, a biological survey will be conducted prior to beginning the removal action to support development of appropriate measures to address concerns about migratory birds. Potential impacts associated with the activities of other species will need to be addressed as airfield operations and facility maintenance issues. The coating selected is designed for exterior use and to stand up to the elements.</p>
<p><b>4S.10:</b> In fact, we find the discussion of maintenance of the skinned Hangar wholly inadequate. If the Hangar is left uncovered for any length of time, preserving the skeleton will require more than the promised inspections and touch-ups every 5 years and recoating the frame every 10 years. Perhaps the Navy expects NASA to bear any additional costs. In any case, we support the Navy's proposal to remove the cladding, in preference over various forms of coating the structure, because of the long-term costs and liabilities. However, we believe that the Navy has failed to consider the long-term costs and liabilities of leaving the Hangar frame exposed.</p>	<p><b>4S.10:</b> Comment noted.</p>

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<p><b>4S.11:</b> The Center for Public Environmental Oversight strongly urges the Navy to re-consider its proposal to leave the Hangar One frame exposed. The most efficient and lasting solution to Hangar One's embedded toxic contamination is for the Navy to remove the roof and siding panels and place a new, environmentally safe cover on the building. Once that decision is made, we will support efforts by the Navy to recover a share of those costs from institutions, such as NASA or future occupants, who stand to benefit directly from full preservation. The country and the local community will benefit indirectly from the Hangar's preservation, and conversely, failure to restore Hangar One and make it ready for reuse will damage our heritage as well as our living environment today.</p>	<p><b>4S.11:</b> Comment noted.</p>
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<b>Written on:</b> September 12, 2008		<b>Received on:</b> September 12, 2008	
<b>From:</b> Milford Wayne Donaldson, FAIA, State Historic Preservation Officer (Submitted by Susan Stratton, PhD, RPA Supervisor, Project Review Unit)		<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West	
<b>Affiliation/Agency:</b> Office of Historic Preservation			
<b>Comment 5S:</b> Thank you for the opportunity to provide you with my formal comments on your 30 July 2008 document Engineering Evaluation/Cost Analysis Revision I (Revision I EE/CA), Site 29, Hangar One, Former Naval Air Station Moffett Field, Moffett Field, California. I appreciate your continuing efforts to address the adverse effects to Hangar One and to the United States Naval Air Station Sunnyvale, California — Historic District, as well as complying with Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 4700, as amended, and its implementing regulation at 36 CFR Part 800 as it applies to the CERCLA removal action. You extended me the opportunity to provide informal and general comments (letter to Scott Gromko		<b>Response 5S</b>	

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<p>dated 27 September 2007) on many fundamental points of concern regarding your 11 September 2007 Internal Working Draft EE/CA.</p> <p>I continue to be disappointed to find that several of my September 2007 comments were not addressed or were overlooked in the Revision I EE/CA document. More specifically,</p>	
<p><b>5S.1:</b> In general, considering the Revision 1 EE/CA and the removal action as it relates to compliance with 36 CFR 800, it is still my opinion that the Navy has too narrowly defined the undertaking to only include the remediation of PCBs and in doing so, it has not provided a reasonable consideration for the preservation of the building intact. Again, I would therefore suggest that the Navy and NASA should carefully consider refining its undertaking and realizing its stewardship responsibilities under Section 110 and 106 of the National Historic Preservation Act to protect and maintain the integrity of this nationally significant historic property. NASA Ames Research Center, in assuming ownership of the Hangar must become a “real live player” and not solely standing on the sidelines saying nice things about the historical importance of the Hangar. NASA and the Navy could very well partner in the preservation endeavor of Hanger One and go to Congress seeking appropriations which would provide the monies necessary to re-skin the Hangar.</p>	<p><b>5S.1:</b> The Navy’s responsibility for conducting the CERCLA response action at Hangar 1 overlaps with the some responsibilities or potential future actions of NASA. Generally, NASA is responsible for cultural resource management and reuse of the property while the Navy is responsible for the CERCLA response action. The Navy considered NASA’s interest in the potential reuse of the hangar in its evaluation of the removal action alternatives. NASA has explored and continues to explore potential partnerships to support restoration and has recently solicited input from the community for ideas on future use of Hangar 1. While re-siding the hangar can be evaluated as part of NASA’s NHPA obligations if NASA decides to reuse the hangar, the Navy acknowledges the need to focus time and efforts on an enhanced collaboration with NASA to mitigate the adverse effects of the selected removal action.</p>
<p><b>5S.2:</b> If Hangar One is left as an open metal structure rather than a building, as it would be under Alternative 10, are there any specific FAA regulations that could require additional changes, e.g., painting the metal structure red and white, adding additional lighting, and so forth? If so, this would need to be taken into account as it would greatly affect the visual quality of such a large structure and its setting within the historic district. To date, the Navy, specifically Mr. Marvin Norman, has not provided this information as promised.</p>	<p><b>5S.2:</b> While Moffett Field is a federal airfield under NASA control and the FAA does not have jurisdiction over its operations, NASA has informed the Navy that it follows FAA regulations. The FAA has an Obstruction Evaluation Service (OES), which provides for airfields over which it has jurisdiction evaluations and determinations of whether obstructions pose a threat to safe flight operations. OES has also issued an Advisory Circular 70/7460-1K, effective 2/1/07, covering obstruction marking and lighting. While painting the hangar certain colors is one form of obstruction marking, the Advisory Circular details two other forms of marking involving medium or high intensity flashing white obstruction lights</p>

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	in preference to painting a structure different colors and patterns. Hangar 1 currently has a flashing beacon. This beacon not only marks the obstruction, but also serves as an aid to pilots by telling them there is an airfield present and the type of airfield. The Navy's planned action will leave this beacon in place. Since the Hangar 1 structure and beacon are being left intact, additional requirements are not anticipated.
<b>5S.3:</b> I am concerned because Alternative 10 gives the false impression that Hangar One will be "saved." However, I believe there is a real potential that this alternative will ultimately lead to the slow destruction of the structure if NASA or some other third party does not come forward with funding to re-skin and rehabilitate the building. The structure will eventually become an eyesore, the maintenance funds will disappear and eventually, the rusted connections will be determined structurally inadequate and Hangar One will be determined unsafe. It will be a classic case of "demolition by neglect." We have reviewed a recent communication from NASA dated 8 September 2008 expressing concern but no real financial commitment to restore the hangar with exterior panels. We have heard this discussion for the last five years, with no real commitment to come forward as required under Section 110 of the National Historic Preservation Act.	<b>5S.3:</b> Comment noted. The Navy acknowledges the importance of pursuing a collaborative course of action in regard to its CERCLA undertaking that supports NASA's responsibility to manage and maintain the hangar in a way that considers the preservation of its cultural value in compliance with the National Historic Preservation Act.

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<p><b>5S.4:</b> Thank you for completing gravity, seismic, and wind forces vulnerability study resulting in a preliminary structural retrofit concept for Hangar One. When we initiated our concerns as a result of your preferred Alternative 10, we were concerned about leaving a frame structural system in potential harms way for possible structural collapse. We are pleased that you arrive at the following conclusion, “The main structural steel framing system (arches and bracing) without the roofing/siding for Alternative 10 meets the seismic and wind acceptability criteria and requires no retrofit of the structural members; however, minor repair may be required in some limited areas due to local effects (Structural Analysis Gravity, Seismic and Wind Vulnerability Study, Exeltech Consulting, Inc., July 21, 2008).”</p> <p>We are also pleased that analysis was performed on implementing other alternatives and that the California Historical Building Code and FEMA 356 were used as reference documents.</p>	<p><b>5S.4:</b> Comment noted.</p>
<p><b>5S.5:</b> I still do not understand why sandblasting the metal frame is not an option so as to remove the greatest amount of contamination prior to coating. This method has been used successfully on large structures, such as long span metal bridges and within shipyards, as I noted during the site visit on 13 September 2007. This is different from your Alternative 7 which discusses the infeasibility of “media” blasting the hangar (including the panels). Areas can be covered where this work is taking place, similar to the cleaning of steel frames on buildings under construction prior to the application of sprayed-on fire proofing. If the frame is to be pressure washed and the water captured and disposed of as a hazardous waste, how is there any difference between the use of sand for sandblasting and the water for the pressure wash? What is the acceptable level of PCB in the atmosphere, soil, and groundwater that is not considered a health risk, and would that level be achieved by sandblasting followed by the protective coating, perhaps eliminating the need or recurrence of future monitoring and touch-ups? This would perhaps remove any lingering doubts regarding the Hanger as a health risk if the metal frame were to be left in place as suggested by</p>	<p><b>5S.5:</b> Media blasting was evaluated during preparation of the EE/CA. Due to numerous connections between the structural steel members and the number of joints, effective removal of all of the PCB-contaminated paint from the structure would be difficult to achieve. Since media blasting involves the removal of paint containing lead and PCBs, complete isolation of the work space and added worker protection would be necessary to comply with safety and environmental requirements. This media blasting is different from that used for bridges or ships since the blasting is part of a CERCLA response action not just a paint recoating process. While media blasting is technically feasible, the structural steel would still require coating to contain the remaining PCB contaminated paint that could not be removed. Because coating of the steel is still required, media blasting would result in a significant added cost with little benefit. Therefore, media blasting was eliminated, and pressure washing and coating selected.</p>

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the preferred Alternative 10.	
<b>5S.6:</b> The Navy has estimated the cost for mitigating the adverse effects equally for all alternatives. As you know, under 36 CFR § 800.6, the Navy is obligated to seek ways to avoid, minimize, or mitigate adverse effects to historic properties. I am not convinced that all alternatives would require the same level of mitigation. For example, the reskinning in Alternative 6 or a modified version Alternative 10 could result in a no adverse effect determination, per 36 CFR § 800.5, which could preclude the need for mitigation measures and thus those cost savings could then be applied toward reducing the overall cost proposal for re-skinning the frame.	<b>5S.6:</b> While the scope of Alternative 6 included replacement siding, the Navy determined that implementing Alternative 6 would still have an adverse effect because it would require completely covering the hangar with a siding material inconsistent with construction materials used in 1932. In any case, HAER documentation had been prepared by NASA in support of the Navy's undertaking and the Navy planned to finalize and submit that documentation for the benefit of the community regardless of which alternative was ultimately selected. Therefore, the cost of that documentation was evaluated as an aspect of each alternative considered in the EE/CA.
<b>5S.7:</b> Given the controversial nature of this proposed action and the high degree of visibility and public interest, I feel that for purposes of public disclosure, a copy of the Congressional letter dated 16 June 2006 addressed to the Honorable Donald C. Winter, Secretary of the Navy should be included in the comment section of the revised EE/CA. Any recent letters noting concern by legislators should also be included in the revised EE/CA.	<b>5S.7:</b> The Responsiveness Summary for the Action Memorandum will include responses to all significant comments received during the public comment period. Other correspondence will be included in the Information Repository. In accordance with regulations, the Administrative Record contains all documents considered or relied upon in selecting the cleanup action.
<b>5S.8:</b> I have noticed that for several comments regarding the historic importance of the Hangar, the Navy has provided the following response, "The Navy is working closely with the Office of Historic Preservation, the Advisory Council on Historic Preservation and other interested parties to properly integrate consideration of cultural resource issues in the planning and implementation of the cleanup action." While this is a true statement, I feel that it fails to represent my position and that of my office in the endeavor that Hangar One should be preserved on a basis of its unique place in aviation history and that the Hangar serves as the centerpiece for the Sunnyvale Historic District. While the Navy has completed, or is in the process of completing various mitigation measures, those measures still fall short of compensating for the adverse effects to Hangar One	<b>5S.8:</b> Comment noted. The Navy has determined that its selection of a removal action alternative that does not require demolition of the hangar and commitment to implement the historic mitigation measures recommended in the EE/CA appropriately reflects consideration of the need to preserve and protect the hangar as a cultural resource. The removal action maintains the frame of Hangar 1 and reflects the original hangar's relationship to the other contributing structures within the Historic District. Maintenance of the frame along with the other recommended historic mitigation, ensures the hangar and historic district will continue to represent the hangar's original purpose and massive visual scale while protecting human health and the environment. The remaining structure

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and its place in history and on the local landscape.	provides the opportunity for potential future adaptive reuse by NASA.
<p><b>5S.9:</b> To summarize, I and the State of California would strongly encourage the Navy, NASA, and other parties to find a means of preserving a unique component of American history which transcends internationally. Hangar One, the 1933 dirigible hangar constructed at Moffett Field for purposes of housing the USS Macon, a component of the Navy's lighter-than-air program is individually listed on the National Register as well as a contributor to the historic district at Moffett Field. In the early 1950s, Hangar One was named a Naval Historical Monument. Unless or until updated National Register nomination forms for Hangar One and the US Naval Air Station Sunnyvale, California - Historic District have been submitted to the Keeper of the National Register for a determination, it is unknown as to whether or not the Hangar will retain sufficient 'historic integrity as it relates to the seven qualities of feeling, association, workmanship, materials, setting, location and design for the Hangar to remain a nationally listed property or for the continuation of the Historic District.</p>	<p><b>5S.9:</b> Comment noted.</p>



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**5S.10:** Hangar One is the subject of a CERCLA action for the removal of PCBs, lead-base paint and asbestos. Currently, it appears the final remediation efforts will leave the steel framework of the Hangar with the complete removal of the hazardous skin and interior concrete block structures. NASA has expressed interest in taking ownership of the Hangar once the Navy has completed the removal and clean-up of hazardous materials. NASA does not have the funds with which to “reskin” the Hangar. I am afraid that without the Hangar being covered in a similar fabric that it will end up being torn down completely. As it is located next to an active runway, the FAA most likely will not allow the unclad Hangar, redefined now as a structure, to remain due to the hazard it poses for landing aircraft. Additionally, the sea air and other elements of nature will begin to take its toll on the structure potentially leaving an eyesore on the landscape. Should Hangar One be demolished, the historic district will be lost without its centerpiece.

The preservation of this magnificent structure is of national importance and congressional appropriation of funds for its complete restoration including the installation of new panels should be secured prior to the start of removal of the panels.

Milford Wayne Donaldson, FAIA  
Office of Historic Preservation  
1416 9<sup>th</sup> Street, Rm 1442  
Sacramento, CA 94296

**5S.10:** The selected removal action (Alternative 10) is a source removal action for the contaminant of concern, PCBs, on both the exterior and interior of Hangar 1. Asbestos and lead are regulated materials that will be properly managed, abated, or disposed of in accordance with applicable regulations during the course of the removal action. The selected alternative leaves the hangar structural steel in place for use or improvement by the current federal facility operator or a future property owner.

Moffett Field is a federal airfield under NASA control. NASA has been closely involved in the EE/CA process.

Once the removal action is complete a monitoring and maintenance plan will be developed to ensure the weather-resistant epoxy coating’s integrity.

Additionally, see response to 5S.2.

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<b>Written on:</b> September 12, 2008		<b>Received on:</b> September 16, 2008	
<b>From:</b> Sarah Kloss, Remedial Project Manager Superfund Federal Facility Branch		<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West	
<b>Affiliation/Agency:</b> U.S. Environmental Protection Agency (USEPA)			
<b>Comment 6S:</b> Since the current response action for Hangar 1 is being conducted under removal authority, the enclosed comments are limited to general comments targeted at the protectiveness of the selected removal action and how the selected removal action will tie into a long-term final remedy at Site 29.		<b>Response 6S</b>	
<b>6S.1: Lead and asbestos as hazardous materials:</b> The EE/CA identifies lead and asbestos as hazardous materials at the Site. However, the RAOs for the EE/CA are limited to the prevention of release of the PCBs only. As the Navy did in the 2004 Time Critical Removal Action for the Hangar, the RAOs should identify that PCBs are the regulatory driver for the removal and identify the objective of the removal action as the prevention of migration of all hazardous substances, including PCBs, lead, and asbestos, from the Site into the environment.		<b>6S.1:</b> The selected removal action (Alternative 10) is a source removal action for the contaminant of concern, PCBs, on both the exterior and interior of Hangar 1. Asbestos and lead are regulated materials that will be properly managed, abated, or disposed of in accordance with applicable regulations during the course of the removal action.	
<b>6S.2:</b> The Navy has isolated the work to be done in this removal action from other work that will need to be done to complete characterization, cleanup, and controlling potential exposure from Site 29. The EPA does not agree that assessing the extent of Site 29 contamination should be outside the scope of this removal action. As a part of the removal action, the Navy should conduct sampling to confirm that there is no residual contamination at or above levels of concern for all affected media at Site 29. The areas subject to confirmation sampling include: <ul style="list-style-type: none"> <li>• Soil in all the unpaved areas adjacent to the Hangar;</li> <li>• Any part of the stormwater pathway from Hangar 1 to Site 25 that is not included in the scope of the remedial action at Site 25; and</li> </ul>		<b>6S.2, 6S.3, 6S.4:</b> Confirmation sampling will be conducted as part of the removal action in the unpaved areas adjacent to the Hangar. In 1994 NASA constructed a below-grade storm sewer, including the settling basin at the south edge of the Eastern Diked Marsh. This system is monitored and controlled under NASA's stormwater permit with the Water Board. The settling basin, located at the outfall of the stormwater drainage system, allows for collection of sediments in the stormwater. The sediment can then be dried and removed from the basin. This settling basin helps prevent contaminated sediment from entering the Eastern Diked Marsh and the stormwater retention pond.	

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<ul style="list-style-type: none"> <li>Any portions of the former structure that are left in place, including the concrete floor.</li> </ul> <p><b>6S.3:</b> Any data gaps not addressed by the removal action must be addressed by the Navy in an RI/FS for Site 29. Based on the results of confirmation sampling during the removal action and the results of any additional sampling required by the regulatory agencies, the Navy must evaluate the following:</p> <ul style="list-style-type: none"> <li>Remedial actions necessary to address any residual Site 29 contamination not included in the scope of this removal action; and</li> </ul> <p>If the selected removal alternative allows waste to be left in place, evaluation of Institutional Controls to prevent exposure to residual contamination. As a part of the restrictions on future use, the RI/FS will also have to assess the need for vapor intrusion mitigation measures related to Site 28, WATS area, contamination beneath the Hangar footprint.</p> <p><b>6S.4.</b> Concrete is a porous surface under TSCA (40 C.F.R. §761.3). The EE/CA states that some wipe samples of the concrete floor of the Hangar have concentrations higher than TSCA requirements for non-porous surfaces. These wipe sample results suggest the potential for contamination within the concrete floor slab. Since the concrete floor slab is considered a porous surface under TSCA, wipe samples alone are insufficient for sampling to determine whether or not the concrete floor slab is contaminated with PCBs at or above levels of concern. (See 40 C.F.R. §761.60(b)(8)). Also, the EE/CA only mentions one core sample result for PCBs for the entire concrete floor pad. Assuming the area dimensions in the EE/CA are correct, that means there is only one core sample for approximately 8 acres of floor space. The Navy must conduct additional core sampling as a part of the confirmation sampling protocol for this removal action to determine whether the concrete pad is contaminated with PCBs at or above levels of concern. The description of alternative 10 includes pressure washing the concrete floor slab. Pressure washing could potentially remove PCBs on the surface of the concrete; however, because the concrete is a porous surface, the PCBs may have migrated below the surface within</p>	<p>Prior to 1994, stormwater had been conveyed in the former concrete lined Lindbergh Avenue Ditch. In 1994 NASA removed that system and PCB-contaminated soils through a remedial action. The entire Lindbergh Avenue storm drain channel was backfilled to grade with clean, imported soil.</p> <p>Concrete floor slab sampling conducted to date indicates that the hangar-related PCBs and lead contamination are limited to the surface and near-surface of the floor slab. The core sample results indicate that the concentration of lead (from any source) within the interior of the concrete floor slab ranges from 4.4 to 5.0 milligrams per kilogram (mg/kg). A Synthetic Precipitation Leaching Procedure (SPLP) leaching tests performed on this concrete was nondetect for lead. A PCB result for a different floor core sample was 0.0949 microgram (µg)/quantity Aroclor 1268. There are no indications from the previous investigations, available historical records, or visible staining that liquid PCB spills occurred in the hangar. By itself, the presence of PCB-containing dust that may have been deposited on the concrete floor of Hangar 1 is not a basis for additional core samples.</p> <p>Groundwater beneath the hangar and sump water samples indicated that the groundwater had not been impacted by contaminants from the hangar. There are no indications that contaminants have migrated through the concrete, and therefore no reason to suspect that they may be present in the soil below the concrete.</p>
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<p>the concrete. Until the Navy provides more evidence that the PCB contamination for the concrete floor slab is limited to the surface, the EPA does not agree with pressure washing as the only action for the concrete. Thus, alternative 10 does not adequately address the concrete slab. Please add core sampling of the concrete floor slab to the removal action.</p>	
<p><b>6S.5:</b> The EE/CA states that Hangar 1 COCs have not contaminated groundwater at Site 29. However, this data was not included in the EE/CA report. Please revise the report to include the groundwater data. Also, the EE/CA makes statements, as on page 3-7, that the WATS treatment system will treat any pollutants from Hangar 1. This statement is incorrect. The WATS system is not designed to treat PCBs, lead, or asbestos. Thus the Navy should remove that assertion from the EE/CA.</p>	<p><b>6S.5:</b> The statement included in the EE/CA was taken from the referenced November 2, 2004, letter from the Water Board. The italicized discussion that follows this statement on Page 3-7 of the EE/CA was intended to clarify that groundwater had been sampled and analyzed for Aroclor 1268. Results were below the detection limit. As the groundwater is not impacted with PCBs, there is no need for WATS to treat PCBs. Results of the grab samples taken from the Hangar 1 sump at the same time WATS sampling was performed all showed non-detects for Aroclor 1268 using EPA Method 8082.</p>
<p><b>6S.6:</b> Although groundwater contamination from Site 29 COCs, pending review of the data, does not appear to be an issue at this site, there is evidence to suggest that the groundwater beneath Hangar 1 is contaminated with volatile organic compounds (VOCs). The EPA expects this VOC contamination to be addressed as part of the Navy's responsibilities for Site 28, WATS area.</p>	<p><b>6S.6:</b> Comment noted.</p>

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<b>6S.7:</b> The EPA appreciates that the Navy conducted a structural analysis of the removal alternatives as part of the EE/CA; however, the details of this analysis are not included in the report. Since this analysis was an important supporting document for the EE/CA, it should be included as an appendix. If the document is not appended to the EE/CA itself, the EE/CA should specifically reference where the structural analysis report can be found.	<b>6S.7:</b> The structural analysis is available in the Administrative Record and at the Information Repository. The complete Administrative Record for this site is located at 1220 Pacific Highway, San Diego, California, and is maintained by Ms. Diane Silva, 619-532-3676, Naval Facilities Engineering Command Southwest. The Information Repository is located at the Mountain View Public Library, 585 Franklin Street, Mountain View, CA 94041, telephone number: 650-903-6337.
<b>6S.8:</b> In reference to Alternative 10, there are potential safety issues related to bird nesting in the Hangar frame. The EE/CA should include the evaluation and cost analysis of measures to mitigate this potential safety hazard.	<b>6S.8:</b> Potential safety issues related to bird nesting in the hangar frame will be addressed in the remedial design work following this Action Memorandum.
<b>6S.9: Boundary between Sites 25 and 29:</b> It is unclear which Site will address ensuring the cleanup of the storm drains between the Hangar and Site 25. This EE/CA states on page 3-7 that the removal action will stop at the Hangar structure itself and that downgradient contamination will be addressed at Site 25. However, the document should explicitly identify which site will address the storm drains connecting Site 25 and Site 29.	<b>6S.9:</b> See Response to 6S.2
<b>6S.10: Definition of “On-Site”:</b> In section 3.5.1, the EE/CA defines on-site areas to be only Hangar 1. To be accurate, on-site areas include the structure as well as any adjacent areas necessary to accomplish the removal action.	<b>6S.10:</b> Comment noted.
<b>6S.11: BAAQMD Reg 2, Rule 2-301:</b> On page 3-12, the text of the EE/CA indicates that appropriate dust control measures will be in place to prevent triggering of this regulation. There is not sufficient information in the EE/CA to determine whether this is the case. The Removal Action should set forth the monitoring methodology that will be used to confirm that the action will comply with this regulation.	<b>6S.11:</b> Since dust control will be specific to the means and methods planned for construction implementation, any work plans developed for the removal action will specify the nature and type of dust control measures.
<b>6S.12: BAAQMD Reg 6-311:</b> Despite the fact that there are no production processes involved at the Hangar, BAAQMD Regulation 6-311 could be relevant and appropriate to any general operation that would release particulates. Therefore, this	<b>6S.12:</b> The current ARARs related to the Clean Air Act are considered appropriate and protective for this removal.

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regulation should be identified as an ARAR.	
<p><b>6S.13: California Water Code §13307.1(c):</b> As discussed in EPA’s fourth comment above, the EE/CA explains that this removal action will not address institutional controls that may be necessary at the conclusion of the action, but rather that such controls may be addressed in a future document. Where there will be any waste left in place, institutional controls will be required at this Site, although they may be established in a follow-on action.</p>	<p><b>6S.13:</b> Comment noted.</p>
<p><b>6S.14:</b> The Hangar is located alongside an active runway. The Removal Action should account for any FAA regulations relevant to the removal action itself as well as the final design of the selected alternative.</p>	<p><b>6S.14:</b> While Moffett Field is a federal airfield under NASA control and the FAA does not have jurisdiction over its operations, NASA has previously stated to the Navy that it follows FAA regulations. The FAA has an Obstruction Evaluation Service (OES) that provides for airfields over which it has jurisdiction evaluations and determinations of whether obstructions pose a threat to safe flight operations. OES has also issued an Advisory Circular 70/7460-1K, effective 2/1/07, covering obstruction marking and lighting. While painting the hangar certain colors is one form of obstruction marking, the Advisory Circular details two other forms of marking involving medium or high intensity flashing white obstruction lights in preference to painting a structure different colors and patterns. Hangar 1 currently has a flashing beacon. This beacon not only marks the obstruction, but also serves as an aid to pilots by telling them there is an airfield present and the type of airfield. The Navy’s planned action will leave this beacon in place. Since the Hangar 1 structure and beacon are being left intact, additional requirements are not anticipated.</p>

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<p><b>6S.15: PCB Storage for Disposal:</b> There appears to be a typo in Table 3-5 (Page 5 of 7), misidentifying subsections of 40 CFR §761.65 that are described as potentially applicable to this action. The section identifies subsection (c)(7) which applies to liquid PCB waste as an ARAR although there is not liquid PCB waste involved in this action. But the section fails to identify the potentially applicable subsection (c)(5) which explains the frequency with which stored articles must be checked for leaks.</p>	<p><b>6S.15:</b> Correction noted.</p>
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<b>Written on:</b> September 12, 2008		<b>Received on:</b> September 15, 2008	
<b>From:</b> Anthea Hartig, Ph.D., Director and Cindy Heitzman, Executive Director		<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West	
<b>Affiliation/Agency:</b> National Trust for Historic Preservation, Western Office and California Preservation Foundation			
<b>Comment 7S:</b> On behalf of the National Trust for Historic Preservation and the California Preservation Foundation, thank you for the opportunity to comment on the Engineering Evaluation/Cost Analysis, Revision 1, for Installation Restoration Site 29, Hangar 1 Former Naval Air Station Moffett Field, Moffett Field, California (EE/CA). The Navy has pledged to seek the expertise of interested parties to ensure that the substantive requirements of the National Historic Preservation Act and 36 C.F.R., Part 800 are adequately addressed (EE/CA at 3-20).		<b>Response 7S</b>	
<b>7S.1:</b> We support the Navy’s proposal to remediate contamination, <i>only when</i> such efforts are combined with appropriate mitigation of the adverse impacts to Hangar One and the Shenandoah Plaza Historic District. Adequate mitigation in requires full restoration of Hangar One to a useable form. The Navy has the responsibility to go far beyond its proposal to simply remove contaminants from the structure and fully restore the hangar for the benefit of future generations. The Navy’s preferred		<b>7S.1:</b> Although the scope of the Navy’s CERCLA removal action was not expanded to incorporate requirements for building improvements or code compliance in support of future reuse, the Navy has not ignored historic preservation requirements. Implementation of the selected alternative will leave the hangar in a safe condition and will not preclude	

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<p>alternative stops far short of preservation and does not properly analyze the costs of restoration.</p>	<p>implementation of future restoration measures by the National Aeronautics and Space Administration (NASA), the federal facility operator of the former NAS Moffett Field, or others interested in potential reuse of the hangar. The Navy believes the set of historic mitigation measures selected in the Action Memorandum adequately reflect consideration of the need to preserve and protect the hangar as a cultural resource while addressing the need to respond to the release of contaminants from the structure.</p>
<p><b>7S.2: <u>Background</u></b> Built in 1932 to house U.S. Navy dirigibles, Hangar One is one of the largest remaining purpose-built hangars in the nation and a well-recognized landmark in Silicon Valley. Notable for its colossal Streamline Moderne form, Hangar One is also recognized as a pioneering site in Silicon Valley’s history of contributions to aviation, space travel, and technology research and development. It is individually eligible for the National Register of Historic Places and an anchoring contributing resource to the Shenandoah Plaza Historic District.  The Navy proposed to demolish Hangar One pursuant to a non-time critical removal action under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) in May 2006. The Navy then perceived full demolition as the only cost-feasible solution to remediate PCB contamination in the Hangar’s siding. That proposal generated widespread opposition.  The threat of destruction of this priceless resource led the National Trust to list Hangar One as one of America’s 11 Most Endangered Historic Places in 2008.</p>	<p><b>7S.2:</b> Comment noted.</p>
<p><b>7S.3: <u>Interests of the National Trust and the California Preservation Foundation</u></b> The National Trust is a private, nonprofit organization chartered by Congress in 1949 to promote public participation in the preservation of our nation’s heritage, and to further the historic preservation policy of the United States. See 16 U.S.C. § 468. With the strong support of more than 283,000 members, including more than 29,000</p>	<p><b>7S.3:</b> Comment noted.</p>



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<p>members in California, the National Trust works to protect significant historic sites and to advocate historic preservation as a fundamental value in programs and policies at all levels of government. The National Trust has seven regional offices around the country, including our Western Office in San Francisco, California, which is specifically responsive to preservation concerns in California.</p> <p>The California Preservation Foundation is a private, nonprofit membership-based organization, founded 33 years ago to educate and advocate for the preservation of historic and cultural sites throughout California. As the National Trust's Statewide Partner in California, we nominated Hangar One to the National Trust for Historic Preservation's 11 Most Endangered Historic Places in 2008.</p>	
<p><b>7S.4:</b> A. Alternative 10 Contains an Inaccurate and Incomplete Estimate of Costs. Several costs associated with the Navy's proposal to leave Hangar One's frame exposed have been neglected in the Navy's analysis. The structure is visually prominent because of its siding, doors, and windows. With these features removed there are very serious safety hazards and potential liabilities that the Navy will pass on to NASA, its current owner. NASA has provided no guarantees that it will be able to restore the structure once the Navy's removal action is complete.</p>	<p><b>7S.4:</b> The cost estimates prepared and provided in the EE/CA for each alternative are of sufficient detail for a valid comparative cost analysis of alternatives. The EE/CA cost estimates are based on standard commercial bidding practices. The costs were developed by subcontractors and vendors whose bids were premised on doing the actual work. The preparation of the estimates included Hangar 1 visits to develop detailed project approaches; detailed estimates for each alternative that included input from experienced engineers, construction managers, and subcontractors, and, subcontractor and vendor bids for specialty services, materials, and equipment.</p>
<p><b>7S.5:</b> 1. <u>Air Traffic Hazard:</u> Leaving the hangar's exposed frame will drastically reduce its visibility, posing a greater risk to flights entering and exiting from the nearby runway. The Navy has not discussed whether it has sought approval from the Federal Aviation Administration for creating this air traffic hazard. This approval could result in substantial additional costs for necessary lighting which would create additional adverse impacts to the historic fabric of this building and the historic district.</p> <p>Additionally, there are serious safety risks to pilots as the exposed frame is likely to</p>	<p><b>7S.5:</b> While Moffett Field is a federal airfield under NASA control and the FAA does not have jurisdiction over its operations, NASA has previously stated to the Navy that it follows FAA regulations. The FAA has an Obstruction Evaluation Service (OES) which provides for airfields over which it has jurisdiction evaluations and determinations of whether obstructions pose a threat to safe flight operations. OES has also issued an Advisory Circular 70/7460-1K, effective 2/1/07, covering obstruction marking and lighting. While</p>

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<p>become a roosting or nesting site for avian life. Moffett Field is located on the edge of the Pacific Flyway, a major corridor for migratory birds. Measures may be required to address potential risks to pilots at the nearby air field.</p>	<p>painting the hangar certain colors is one form of obstruction marking, the Advisory Circular details two other forms of marking involving medium or high intensity flashing white obstruction lights in preference to painting a structure different colors and patterns. Hangar 1 currently has a flashing beacon. This beacon not only marks the obstruction, but also serves as an aid to pilots by telling them there is an airfield present and the type of airfield. The Navy's planned action will leave this beacon in place. Since the Hangar 1 structure and beacon are being left intact, additional requirements are not anticipated.</p>
<p><b>7S.6: 2. <u>Seismic Vulnerability:</u></b> Hangar One was originally constructed to meet 1932 building codes. Since that time more stringent building requirements have been imposed. A more thorough analysis is needed as to whether the removal of siding will make Hangar One even more vulnerable to seismic activity. If so, this alternative may result in additional costs for added bracing and measures to prevent buckling of the steel frame during a seismic event.</p>	<p><b>7S.6:</b> A comprehensive structural analysis and gravity, seismic, and wind vulnerability study was conduct by a qualified Navy subcontractor. This study was conducted for the four of the five alternatives that were carried forward in the EE/CA for further analysis in Section 5.0. The fifth, demolition, did not require a structural analysis. The analysis of the structure for all loading did not show any deficiency in the structural elements without the siding, and therefore no retrofit was needed but some minor bracing would be required due to the local effects of wind and gravity and not due to a structural deficiency. The costs of the retrofitting and additional bracing were included in Appendix C of the EE/CA.</p>
<p><b>7S.7: 3. <u>Costs of Appropriate Historic Mitigation:</u></b> The Navy has the responsibility to leave Hangar One a useable structure. By leaving a frame of the hangar to its current owner, the Navy has not fulfilled its substantive responsibilities under the National Historic Preservation Act to avoid, minimize, or mitigate adverse effects to the Historic District. Table 5-2 of the EE/CA states that it would cost the Navy an additional \$14.91 million to re-cover the hangar with siding and replace its windows and doors. This is the bare minimum of what we consider appropriate mitigation. The Navy does not provide a breakdown of these expenses or explain</p>	<p><b>7S.7:</b> Although the Navy's selected removal action results in an adverse effect to the hangar and the historic district, we believe the set of historic mitigation measures selected in the Action Memorandum adequately reflect consideration of the need to preserve and protect the hangar as a cultural resource while addressing the need to respond to the release of contaminants from the structure. The Navy's historic mitigation measures include creating and submitting a Level 1 Historic American</p>

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<p>why this or other reconstruction efforts have not been included among feasible alternatives.</p> <p>Moreover, it is likely that the cost of reapplying the sheathing would be substantially less if coordinated with the removal action. The infrastructure necessary to remove the siding, windows, and doors of the hangar should be used to reapply a new visually-similar exterior. Without such coordination, the Navy leaves an excessive burden to NASA and the taxpayers.</p>	<p>Engineering Record documentation packet, recording oral histories of individuals who worked in the hangar during different eras, creating a virtual Hangar 1 interactive compact disk, inventorying and cataloguing the Hangar 1 collections contained in the Moffett Field Museum, preserving Hangar 1's man-cranes, and coating the steel frame with a protective coating similar in color to the hangar's former contaminated siding. In addition, the removal of the siding without demolishing the infrastructure leaves the hangar structural steel in place for use or improvement by NASA, the current federal facility operator, or a future property owner.</p>
<p><b>7S.8: B. Environmental Restoration Requires Structural Restoration</b></p> <p>We realize that this removal action is driven by an attempt to protect the public from hazardous materials. But the Navy has improperly prioritized the environmental component of restoration at the expense of history. True restoration requires that the Navy leave the environment it has contaminated in a useable form. Instead, the Navy intends to impose an immense liability on its current owner to locate a future tenant willing to rebuild Hangar One's exterior and interior. With its historic integrity so seriously diminished, we worry that it will be even more costly in the future to revive Hangar One's unique architectural style on the frame that remains.</p>	<p><b>7S.8:</b> Comment noted.</p>
<p><b>7S.9: C. The Community Supports Full Restoration of Hangar One</b></p> <p>There is strong community support for restoration. It is the community's interest to have a building that is intact and useable. As stated by U.S. Representative Anna G. Eshoo in a June 16, 2008 letter to the Secretary of the Navy "the hangar is worth far more than the funds needed to save it." This letter was signed by 12 members of Congress.</p> <p>While the Navy considered "community acceptance" part of its evaluation criteria in the revised EE/CA, it is clear that there is little community support for leaving just the hangar's frame. At the Navy's August 26 public meeting, "most of the roughly</p>	<p><b>7S.9:</b> Comment noted.</p>

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<p>45 people who signed up to speak...called on the Navy to fully restore the hangar, not leave it a ‘birdcage’.”<sup>1</sup> Since the Navy can provide no certainty that the hangar will be restored, Alternative 10 does not satisfy the community’s concerns.</p>	
<p><b>7S.10:</b> D. It is Unclear How Navy Intends to Comply with NHPA and the Secretary’s Standards</p> <p>The Navy claims that mitigation measures in Alternative 10 “would be performed to substantively comply with NHPA and the Secretary of the Interior’s Standards for the Treatment of Historic Properties (36 C.F.R., Part 68) (EE/CA at 4-39.) It is not clear to us how the Navy intends to achieve compliance.</p> <p><b>7S.11:</b> 1. Compliance with NHPA</p> <p>The NHPA requires that the Navy “take into account” the impact of the proposed remediation work on the Shenandoah Plaza Historic District (16 U.S.C. 470(f)). Substantively, this requires that requires the Navy to first avoid and minimize harm to an historic resource. Only when this is infeasible should cataloging and documentation measures be used to mitigate harm. The Historic District has been defined as the Area of Potential Effect for this action. The removal of Hangar One’s siding, windows, doors, and interior, as acknowledged by the Navy, would have an adverse effect on the District. The Navy’s proposed mitigation, however, barely makes up for this impact and would put the District in imminent risk of losing its National Register status.</p>	<p><b>7S.10, 7S.11:</b> The Navy has determined that its selection of a removal action alternative that does not require demolition of the hangar and commitment to implement the historic mitigation measures recommended in the EE/CA appropriately reflects consideration of the need to preserve and protect the hangar as a cultural resource. The removal action maintains the frame of Hangar 1 and reflects the original hangar’s relationship to the other contributing structures within the Historic District. Maintenance of the frame along with the other recommended historic mitigation ensures the hangar and Historic District will continue to represent the hangar’s original purpose and massive visual scale while protecting human health and the environment. The remaining structure provides the opportunity for potential future adaptive reuse by NASA.</p>
<p><b>7S.12:</b> Four of the Navy’s mitigation measures merely catalogue the resource’s importance to United States history. These efforts, while laudable, would have no measurable impact on minimizing harm to the integrity of the District. The immensity of Hangar One can never be truly represented by photographs and pictures. Preservation of the hangar’s man-cranes would be done at no additional expense. In fact, these cranes would only be preserved as a matter of convenience as they would be used to enable the proposed remediation work.</p>	<p><b>7S.12:</b> Man-crane preservation is only for historic purposes. The cranes themselves would not be used to enable remediation work since their condition and safety features are not adequate for worker protection. They are being preserved for possible donation to the Moffett Field Museum.</p> <p>Furthermore, the Navy believes the set of historic mitigation measures selected in the Action Memorandum adequately reflects consideration of the need to preserve and protect the hangar as a cultural resource while addressing the need to</p>

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	respond to the release of contaminants from the structure.
<p><b>7S.13:</b> The only mitigation that purports to reduce the dramatic visual effect associated with the proposal would be to (1) match or replacing Hangar 1 exterior features with coatings or materials similar in color and appearance to the original hangar; and (2) coat the exposed steel frame with a protective coating similar in color to the former siding. The purpose of these efforts, however, is unclear. As acknowledged in the EE/CA Alternative 10 is “not a permanent solution.” (EE/CA at 5-5). It is unrealistic to assume that coloring the frame of a structure could undo even part of the visual impact that would occur by removing its siding. Moreover, since the original frame was never colored it raises the question of whether such action would conform with the Secretary’s Standards. Clearly delineating the color types and color boundaries would be much more useful when the Navy has a plan in place to fully restore the structure.</p>	<p><b>7S.13:</b> Comment noted.</p>
<p><b>7S.14:</b> 2. Compliance with the Secretary’s Standard</p> <p>It remains unclear how the Navy intends to satisfy the Secretary’s Standards. These standards cover the Preservation, Rehabilitation, Restoration, and Reconstruction of Historic Structures. There is no indication that the Navy intends to do anything which complies with these Standards at Hangar One. Therefore, specific standards that will be utilized need to be addressed. We do expect, however, that HAER documentation will be conducted by qualified historic preservation professionals and that an Historic Structures Report will be prepared.</p>	<p><b>7S.14:</b> The Navy substantively complied with the NHPA for this CERCLA removal action by actively seeking the expertise and comments of the California Office of Historic Preservation, the Advisory Council on Historic Preservation, and other interested parties. The Navy met and discussed alternatives, adverse effects, and historic mitigation measures with OHP, ACHP, and other stakeholders throughout the CERCLA removal action planning process. The removal action maintains the frame of Hangar 1 and reflects the original hangar’s relationship to the other contributing structures within the Historic District. Maintenance of the frame, along with the other recommended historic mitigation, ensures the Historic District will continue to represent the hangar’s original purpose and visual scale while protecting human health and the environment. The historic mitigation measures proposed in the EE/CA and selected in the Action Memorandum adequately reflect consideration of the</p>

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	<p>need to preserve and protect the hangar as a cultural resource while addressing the need to respond to the release of contaminants from the structure.</p> <p>A HAER report for Hangar 1 has been prepared by a qualified person with the costs funded by the federal government.</p> <p>A copy of the HAER Report will be included in the Administrative Record and the Information Repository.</p>
<p><b>7S.15: <u>Conclusion</u></b></p> <p>The Navy would leave NASA and the public with a structure that is not functional, not useable, and puts an additional burden on taxpayers to raise funds for its renewal. We believe it is the Navy's responsibility to do this work and hope the Navy will complete its responsibility to fully mitigate the impacts of the remediation. Indeed, the best way to commemorate the Navy's technological achievements at Hangar One is to leave it in tact for future generations.</p> <p>As your preservation partners, we look forward to working with you to assure that Hangar One is ultimately protected to give the public the benefit of understanding its place in local and national history.</p>	<p><b>7S.15:</b> The selected alternative leaves the hangar structural steel in place for use or improvement by NASA, the current federal facility operator, or a future property owner.</p>

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<b>Written on:</b> September 9, 2008		<b>Received on:</b> September 9, 2008	
<b>From:</b> Kevin Woodhouse, Assistant to the City Manager Nadine P. Levin, Assistant City Manager Kevin C. Duggan, City Manager		<b>Submitted Via:</b> Letter Report submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West	
<b>Affiliation/Agency:</b> City of Mountain View (Council Report)			
<b>Comment 8S:</b> <b>8S.1: <u>RECOMMENDATION</u></b> Authorize the Mayor to send a letter of comment to the United States Navy regarding the Hangar 1 Engineering Evaluation/Cost Analysis Revision 1 report. <b>8S.2: <u>FISCAL IMPACT</u></b> There is no fiscal impact directly associated with approval of the recommendation. <b>8S.3: <u>BACKGROUND AND ANALYSIS</u></b> The United States Navy released the Hangar 1 Engineering Evaluation/Cost Analysis (EE/CA) Revision 1 report for public comment on July 30, 2008. This EE/CA revises the earlier EE/CA released by the Navy in May 2006. The purpose of the EE/CA is to establish clean-up goals, analyze and compare clean-up alternatives and their costs, and identify the Navy's preferred alternative. The public comment period on the EE/CA ends September 13, 2008 and the Navy anticipates issuing its final decision-making document concerning the hangar by sometime during Fall 2008. Hangar 1 is contaminated with polychlorinated biphenyls (PCBs), lead and asbestos in its exterior siding and PCBs and lead in the paint on the interior structural steel. In a significant change from the first EE/CA, which recommended demolition of the hangar, the Navy's preferred alternative is to remove and dispose of the hangar's contaminated siding and encapsulate the contaminated paint on the		<b>Response 8S</b> <b>8S.1, 8S.2, 8S.3:</b> Comment noted.	

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<p>structural steel framework with art epoxy coating<sup>4</sup> leaving the framework and floor of the hangar in place. The EE/CA states that this alternative best meets the criteria of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) because it, among other reasons:</p> <ul style="list-style-type: none"> <li>• “Provides a high degree of long-term protection of the public and the environment because the PCBs in Hangar 1 siding and associated interior components would be removed, and the remaining PCBs in structural steel paint would be contained”;</li> <li>• “Imposes minimal restrictions on future use of the site and provides a frame that could be used for future development.” (EE/CA, p. 6-1)</li> </ul> <p>Attachment 1 is an excerpt from the EE/CA that further describes the recommended alternative, which is estimated to cost approximately \$26 million.</p>	
<p><b>8S.4: <u>Current City Position</u></b> In October 2005, the City Council adopted the following position statement: “Federal funding for Hangar 1’s remediation should not be limited to removing the source of contamination but should also be made available for any reconstruction of the hangar necessary to make it habitable and code-compliant so it can be used for a future public use.”</p> <p><b>8S.5:</b> In June 2006, following release of the previous EE/CA, the City Council adopted the following additional position statement: “The City of Mountain View opposes demolition of Hangar 1 at Moffett Federal Airfield. The Navy should clean up AND restore the hangar so environmental contamination issues from PCBs, lead and asbestos on the exterior and in the interior of the hangar are no longer an impediment for potential future use.”</p>	<p><b>8S.4, 8S.5:</b> The Navy’s primary responsibility in conducting the cleanup action is to reduce risks to human health and the environment associated with the release or potential release of hazardous substances present in the construction materials of Hangar 1. Structural or building improvements necessary for code compliance or a change in reuse is beyond the scope of the Navy’s cleanup action. The selected alternative leaves the hangar structural steel in place for use or improvement by NASA, the current federal facility operator, or a future property owner.</p>
<p><b>8S.6:</b> In addition to other process-related comments, the City’s June 30, 2006 comment letter to the Navy (Attachment 2) recommends that the Navy select Alternative 10, siding removal and disposal, clean up of the structural steel and</p>	<p><b>8S.6:</b> Comment noted.</p>



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<p>replacement with new siding as historic mitigation. The difference between these 2005 and 2006 City Council position statements and the Navy's current recommended alternative is that the Navy's historic mitigation measures stop short of replacement with new siding. According to the Navy, residing, code-compliance and future reuse of the hangar are decisions for NASA Ames, the current owner of the hangar.</p>	
<p><b>8S.7:</b> The EE/CA estimates that residing the hangar would cost approximately \$14.9 million (EE/CA, p. 5-6). The EE/CA does not estimate the cost of additional code-compliance following residing.</p> <p><u>Historic Mitigation Measures</u></p> <p>The Navy has stated that any clean-up actions must meet the substantive requirements of the National Historic Preservation Act (NHPA). The Navy has consulted with the State Historic Preservation Office and the Federal Advisory Council on Historic Preservation concerning historic mitigation. Although the Navy's recommended level of historic mitigation includes architectural drawings and other historic documentation, photographs, oral history, a virtual interactive CD, preservation of the man-cranes and painting of the steel structure to match the original siding, they are not recommending replacement of the siding.</p> <p><u>Recommended Comments</u></p> <p>Staff recommends the following comments for Council approval regarding the Hangar 1 Engineering Evaluation/Cost Analysis Revision 1 report:</p> <ol style="list-style-type: none"> <li>1. Reiterate the City's current position that the Navy clean up AND restore the hangar with replacement of siding as historic mitigation and bringing the hangar into code-compliance.</li> </ol>	<p><b>8S.7:</b> Building improvements to make an older structure current code compliant are beyond the scope of the Navy's environmental cleanup, which must be conducted according to a remedy selection process specified in regulations issued under CERCLA. The selected alternative leaves the hangar structural steel in place for use or improvement by NASA, the current federal facility operator, or a future property owner.</p>
<p><b>8S.8:</b> 2. Request that the Navy provide specific details behind the EE/CA's \$14.9 million cost estimate for residing the hangar.</p>	<p><b>8S.8:</b> Each removal action alternative was evaluated in accordance with the National Oil and Hazardous Substances Pollution Contingency Plan Regulations. The cost estimates prepared and provided in the EE/CA for each alternative are of</p>

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	sufficient detail for a valid comparative cost analysis of alternatives.
<b>8S.9:</b> 3. Encourage the Navy, in the event they choose not to select replacement of siding as historic mitigation or not to bring the hangar into code-compliance, to work cooperatively with NASA during the Remedial Design and Implementation phases of the project to accommodate project efficiencies that might be achieved for NASA's efforts to evaluate, make decisions and implement residing of the hangar and code upgrades. For example, there may be significant cost savings if scaffolding or other construction equipment can be shared between siding removal and siding replacement, as well as for electrical or mechanical code upgrades.	<b>8S.9:</b> Comment noted.
<b>8S.10:</b> 4. Request that the Navy assess in greater detail any potential negative effects of the structural framework being left open to the elements, such as, but not limited to, bird nesting and potential safety impacts for aircraft safety, potential deterioration to the hangar's floor and potential corrosion of any mechanical members related to the hangar's doors.	<b>8S.10:</b> The s epoxy coating selected is designed for exterior application and is well suited to this use. Potential safety issues related to bird nesting in the hangar frame will be addressed in the remedial design work following this Action Memorandum.
<b>8S.11:</b> 5. Request that the Navy commit to testing the recoating of the structural steel more frequently than every five years to ensure containment of the PCBs.	<b>8S.11:</b> Based on the expected life span of the weather-resistant epoxy coating to be applied to the hangar's structural steel, inspections and touch-ups every 5 years and a recoating every 10 years are adequate. Once the removal action is complete, a monitoring and maintenance plan will be developed to ensure the coating's integrity.

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<p><b>8S.12:</b> 6. Request that the Navy further evaluate the epoxy-penetrant remediation process used by Thomarios Corporation for the inside of Hangar 1's sister hangar in Akron, Ohio, in case this process might provide a feasible alternative for remediating the inside and outside of Hangar 1 without removing the siding.</p>	<p><b>8S.12:</b> Thomarios was awarded a portion of the Akron Airdock Interior Cleaning and Coating Project. Their approach was to remediate the PCB dust by vacuuming the steel structure as well as catwalks and other interior items and then coating the steel to encapsulate the PCBs in the paint. Thomarios did not perform any work on the exterior of the Akron Airdock. Navy representatives visited the Akron hangar several times and corresponded regularly with the Lockheed remediation group. The approach in Akron was considered during the EE/CA process. The Navy spent more than 2 years evaluating the 13 exterior alternatives and 4 interior alternatives during the EE/CA process. Four of the alternatives for the exterior were coating alternatives that received a complete evaluation in the EE/CA. Two additional coatings were briefly investigated based on public comments, but were determined not to be feasible. The coating alternatives were all evaluated with the assistance of the actual coating manufacture's representatives and coating application professionals. They were evaluated for life span, adherence, and color options. All of the alternatives for the interior used different coatings. The Navy plans to pressure wash the structural steel prior to coating and capture the runoff to ensure all of the dust is removed. The Navy believes this combined approach is the best remediation solution for Hangar 1.</p>
<p><b>8S.13:</b> Attachment 3 is a draft letter of comment from the Mayor to the Navy based on the above recommended comments. This letter will be revised and finalized based on Council's input and submitted to the Navy before the September 13, 2008 EE/CA public comment period deadline.</p> <p><u>Next Steps Concerning Reuse of Hangar 1</u></p>	<p><b>8S.13:</b> Comment noted.</p>

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<p>In a regular quarterly meeting between NASA Ames and the Cities of Sunnyvale and Mountain View on Tuesday, September 2, 2008, NASA Ames Center Director Pete Worden told the Mayor, Vice Mayor, City Manager and staff from Mountain View as well as Sunnyvale representatives that NASA Ames will be providing more information in the near future (possibly within a month) about potential partnerships for replacement of the hangar's siding. In addition, the Center Director indicated his commitment to a reuse decision-making process that will be very public and involve the community and the Cities of Mountain View and Sunnyvale, in order to determine a future use that is consistent with NASA's mission.</p> <p>Attachment 4 is a letter sent to the City Council on August 14, 2008 from the community-based Save Hangar One Committee (SHOC) that raises the idea of a multi-agency and community process for investigating possible future uses of the hangar. SHOC's recommendation suggests a process similar to the "Joint Cities of Mountain View and Sunnyvale Community Advisory Committee on Moffett Federal Airfield" established in 1996. It is recommended that the City await further information from NASA Ames before engaging this topic in order to allow for coordination and cooperation with NASA Ames.</p>	
<p><b>8S.14: <u>CONCLUSION</u></b></p> <p>Although the Navy's recommended alternative to remediate Hangar 1 and leave the steel framework standing is closer to the City's position statements than demolition, their preference to not replace the siding nor to perform any code compliance upgrades for future reuse remains inconsistent with the City's existing positions on the hangar. The comments recommended by staff on the EE/CA reiterate the City's existing positions and request additional information from the Navy that would be useful to all of the agencies and community members interested in the restoration and future reuse of Hangar 1.</p>	<p><b>8S.14:</b> Comment noted.</p>

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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Brian Turner	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Attorney with the western office of National Trust for Historic Preservation	
<p><b>Comment 9S:</b> My name a Brian Turner. I'm an attorney with the western office of the National Trust for Historic Preservation on behalf of whom I speak tonight. The National Trust is a private nonprofit membership organization dedicated to saving historic places and revitalizing America's communities. We have more than 280,000 members nationwide and more than 30,000 members in California. Hangar 1 is an irreplaceable resource. It has unique architectural significance and is widely known for its contributions to the nation's military and aviation history. It is individually eligible for the National Register of Historic Places and anchoring contributing resource to the Moffett Field historic district. The National Trust has helped focus national attention on the current threats to Hangar 1. This year we listed the structure as one of America's 11 most endangered places. Nothing to celebrate, I suppose, but we have been hugely impressed with the degree of community support for the hangar. The nomination stemmed largely because of the Navy's first EE/CA which recommended the hangar's complete demolition. We thank the Navy for reconsidering its original decision in the revised EE/CA now under public review, but the Navy's proposed alternative differs little from its first recommendation. With its siding and interiors stripped, the slow deterioration of Hangar 1 is virtually inevitable.</p>	<p><b>Response 9S:</b> Comment noted.</p>
<p><b>9S.1:</b> We fear that a frame standing alone will be vulnerable to seismic activity, useless to the public and prospective tenants, and rendered extremely costly to rehabilitate. We hope that adaptive reuse remains the end goal. The EE/CA at page 5.5 concludes that no alternative is a permanent solution that will leave the hangar in place. The proposed action strongly discourages this.</p>	<p><b>9S.1:</b> A comprehensive structural analysis and gravity, seismic, and wind vulnerability study was conduct by a qualified Navy subcontractor. This study was conducted for the four of the five alternatives that were carried forward in the EE/CA for further analysis in Section 5.0. The fifth, demolition, did not require a structural analysis. The analysis of the structure for all loading</p>

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	did not show any deficiency in the structural elements without the siding, and therefore no retrofit was needed but some minor bracing would be required due to the local effects of wind and gravity and not due to a structural deficiency. The costs of the retrofitting and additional bracing were included in Appendix C of the EE/CA.
<b>9S.2:</b> The Navy's proposal presents a classic chicken-or-the-egg dilemma, claiming that rehabilitation is impossible without external financial support but leaving a mere structural skeleton where it will be impossible to generate that support.	<b>9S.2:</b> Comment noted.
<b>9S.3:</b> The rich heritage of the United States and the region, as well as the public, deserve more creative thinking. For instance, one plausible way to generate revenue for the cleanup is to retain the siding and use it for advertising space. This would be an implicit benefit of Alternative 6 and is not discussed in the Navy's analysis.	<b>9S.3:</b> NASA is the current federal facility operator, and as such it retains the responsibility for all future use decisions.
<b>9S.4:</b> Additionally, we take issue with the Navy's conclusion that Alternative 10 complies with all the ARARs and in particular the National Historic Preservation Act. The proposed mitigation is insignificant in light of the — in potential impacts to the resource. An HPA [an NHPA] requires the Navy to first avoid and minimize harm to a historic resource. Only when these efforts are truly impossible should cataloguing and documentation measures be used to mitigate harm. Lastly, we'd like to point out that the draft EE/CA on the Navy's Web site provides one link for a 20-megabyte document. It's extremely difficult for the public to access. We ask that you encourage public review by segmenting the document into a management format. As your preservation partner, we look forward to working with you to ensure that Hangar 1 is ultimately protective so future generations will have the benefit of understanding its place in local and national history. Thank you.	<b>9S.4:</b> The Navy substantively complied with the NHPA for this CERCLA removal action by actively seeking the expertise and comments of the California Office of Historic Preservation, the Advisory Council on Historic Preservation, and other interested parties. The Navy met and discussed alternatives, adverse effects, and historic mitigation measures with OHP, ACHP, and other stakeholders throughout the CERCLA removal action planning process. The historic mitigation measures proposed in the EE/CA and selected in the Action Memorandum adequately reflect consideration of the need to preserve and protect the hangar as a cultural resource while addressing the need to respond to the release of contaminants from the structure.  Input and recommendations provided by the Advisory Council on

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	Historic Preservation, the State Historic Preservation Office, and others concerned about historic preservation had a significant impact on the Navy's evaluation of alternatives under CERCLA. The EE/CA was segmented into chapters and re-posted on the Navy's web site as recommended.
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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Peter Strauss	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Technical Advisor for the Center of Public Environmental Oversight, Member of the RAB	
<b>Comment 10S:</b> I'm Peter Strauss. I am a resident of San Francisco. I'm a consultant. I am a technical advisor for the Center for Public Environmental Oversight, member of the RAB. I've worked on Moffett probably since my hair was black. I'll be submitting some written comments, but I'd like to take this opportunity to address some important observations. And from a personal point of view, I support the cause for the full restoration of the hangar.	<b>Response 10S</b>
<b>10S.1:</b> It's always puzzled me that the Navy has not embraced the idea of creating a monument to its past and leaving the community with something for the future.	<b>10S.1:</b> NASA is the current federal facility operator and retains the responsibility for all future use decisions.
<b>10S.2:</b> Now, if you —— and I don't think, Darren, you recall, 'cause you —— I think you were not here —— about process when in 2004 the Navy submitted a work plan for a remedial investigation and feasibility study. After much discussion and almost adjudication with EPA, the Navy came back and said they will prepare an EE/CA, but the Navy promised that it will be a robust EE/CA. If I had the foresight then when this was promised, I would have asked the Navy to be more specific. Unfortunately, I did not. But I will tell you that this is not what I envisioned as the primary decision-making document for Hangar 1.	<b>10S.2:</b> The Navy has thoroughly evaluated 13 alternatives for the exterior and 4 for the interior. The Navy went far beyond the USEPA guidelines for developing an EE/CA for Hangar 1 when, through years of receiving public input and suggestions, it expanded the number of alternatives and sub-alternatives evaluated including those presented in the EE/CA. Consequently, the Navy spent more than 2 years evaluating remedial options, their effectiveness, and their costs. The alternatives in the Final EE/CA represent the fullest and best set of options to address the contamination.
<b>10S.3:</b> There are important details left out, some of which have already been talked about. These include the structure analysis, the adverse effects assessment, and very spec———— particulars of the cost estimate. I have 30 seconds. Then I ——	<b>10S.3:</b> The structural analysis is available in the Administrative Record and at the Information Repository. The complete Administrative Record for this site is located at 1220 Pacific Highway, San Diego, California, and is maintained by Ms. Diane



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— you know, I'm going to submit my comments. Thank you.	<p>Silva, 619-532-3676, Naval Facilities Engineering Command Southwest. The Information Repository is located at the Mountain View Public Library, 585 Franklin Street, Mountain View, CA 94041, telephone number: 650-903-6337.</p> <p>The cost estimates prepared and provided in the EE/CA for each alternative are of sufficient detail for a valid comparative cost analysis of alternatives.</p>
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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Kevin Woodhouse	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> City of Mountain View Assistant to the City Manager and Staff Representative to the Moffett Restoration Advisory Board	
<p><b>Comment 11S:</b> I'll be speaking on behalf of Mountain View City councilmember Jack Siegel and council member Ronit Bryant who were here earlier and had to leave. My name is Kevin Woodhouse. I'm the City of Mountain View assistant to the city manager and staff representative to the Moffett Restoration Advisory Board. What I wanted to do is announce that on Tuesday, September 9th, the Mountain View City Council will be taking up once again the discussion of Hangar 1 and providing additional comments to augment the comments that they had provided up to four or five times over previous years. That's a regular city council meeting on September 9th, Tuesday, Mountain View City Hall at 500 Castro Street. I also wanted to reiterate for the record, the existing Mountain View City position, which consists of several components, complete environmental restoration of the hangar, preservation of the hangar, and full federal funding for restoration with visually accurate siding of the hangar so that it's ready for whatever reuse is determined for the future. Thank you.</p>	<p><b>Response 11S:</b> The manner in which the Navy will conduct the cleanup action will not preclude implementation of future restoration measures by NASA, the federal facility operator of the former NAS Moffett Field, or others interested in potential reuse of the hangar. The cleanup action will leave the Hangar 1 frame standing to allow for improvements and future reuse. The Navy's primary responsibility in conducting the CERCLA removal action is to reduce risks to human health and the environment associated with the release or potential release of hazardous substances present in the construction materials of Hangar 1. Future use of Hangar 1 requiring structural or building improvements are beyond the scope of the Navy's CERCLA action.</p>

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<b>Written on:</b> September 16, 2008	<b>Received on:</b> September 16, 2008
<b>From:</b> Elizabeth Wells	<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Water Board	
<p><b>Comment 12S:</b> I reviewed the July 30, 2008, <i>Engineering Evaluation/Cost Analysis, Revision 1</i> (EE/CA). My comments are presented below.</p> <p><b>General Comments</b></p> <p><b>12S.1:</b> 1. I concur that the five removal action alternatives (2, 4, 6, 10, and 11) retained by the Navy for the comparative analysis meet the effectiveness criteria. As such, each of these alternatives would be protective of human and ecological health, water quality, and the environment if implemented, monitored, and maintained as described in the EE/CA. Four of the alternatives (2, 4, 6, and 10) require on-going monitoring and maintenance for the life of the structure so that chemicals remaining in place are properly encapsulated. One alternative (11) completely removes the structure (i.e., demolition) and the chemicals of concern.</p>	<p><b>Responses to General Comments</b></p> <p><b>12S.1:</b> Comment noted.</p>
<p><b>12S.2:</b> 2. Clarify how the Navy will incorporate the community's concerns, as voiced at the August 26, 2008, public meeting and September 11, 2008, Restoration Advisory Board meeting, into its removal action selection decision. The EE/CA states that community acceptance is one of the criteria used to evaluate implementability of removal action alternatives. Comments voiced by the public at these meetings suggest the community does not support the Navy's recommended alternative (Alternative 10), which includes removing the siding and coating the structural steel frame.</p>	<p><b>12S.2:</b> As noted in the EE/CA, community acceptance is an evaluation criterion relevant to an assessment of the implementability of alternative removal actions. This assessment involves taking into account which components of the alternatives interested persons in the community support, have reservations about, or oppose. Specifically, the Navy has taken comments provided on the EE/CA into consideration in arriving at its final decision on the removal action alternative and historic mitigation measures. The Navy selected an alternative at the conclusion of the public participation activities and has documented that decision in this Action Memorandum. Responses to significant</p>

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	comments on the EE/CA are attached as an appendix in this Action Memorandum.
<p><b>12S.3:</b> 3. Lead and asbestos are chemicals of concern in addition to PCBs. All three chemicals are present in building materials at elevated concentrations that could pose unacceptable risks to human and ecological health, water quality, and the environment.</p>	<p><b>12S.3:</b> Although PCBs are the regulatory driver for this removal action, asbestos and lead are also present in interior and exterior Hangar 1 building materials. Building materials containing asbestos and lead that are in good condition and not subject to disturbance may generally be left in place per USEPA and Department of Defense policy. However, in the course of addressing the PCB contamination at Hangar 1, it will be necessary to take into account health and safety issues associated with handling and working in the vicinity of materials containing asbestos and lead and to comply with requirements for proper management, abatement, or disposal of asbestos and lead as hazardous materials.</p>
<p><b>12S.4:</b> 4. Clarify to what Installation Restoration (IR) site (25 or 29) the storm drains belong. Further, explain how the storm drain system (piping, catch basins, and trench around the hangar) and surrounding media (soil and groundwater) will be included in the investigation and remediation process for its assigned IR site. The storm drains are the conduit through which contaminated sediment was transported from Site 29 (Hangar 1) to Site 25. To date, no investigation of the storm drain system and surrounding soil and groundwater has been conducted. Contaminated sediment could migrate into the subsurface from storm drain catch basins and piping.</p> <p><b>12S.5:</b> 5. Soil samples must be collected from around and beneath the hangar to investigate whether soil contains the chemicals of concern (PCBs, metals, and asbestos) identified in the building materials. The area around the hangar was not paved when the structure was constructed<sup>1</sup>. Building materials and paint containing PCBs and metals could have been deposited onto the ground surface during construction.</p>	<p><b>12S.4, 12S.5, 12S.6:</b></p> <p>Confirmation sampling will be conducted as part of the removal action in the unpaved areas adjacent to the hangar.</p> <p>In 1994 NASA constructed a below-grade storm sewer, including the settling basin at the south edge of the Eastern Diked Marsh. This system is monitored and controlled under NASA's stormwater permit with the Water Board. The settling basin, located at the outfall of the stormwater drainage system, allows for collection of sediments in the stormwater. The sediment can then be dried and removed from the basin. This settling basin helps prevent contaminated sediment from entering the Eastern Diked Marsh and the stormwater retention pond.</p> <p>Prior to 1994, stormwater had been conveyed in the former concrete-lined Lindbergh Avenue Ditch. In 1994 NASA removed that system and PCB contaminated soils through a remedial</p>

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**12S.6:** 6. Although the text specifically states that institutional controls and groundwater impacts are outside the scope of the removal action, it is important to acknowledge these issues in the EE/CA. Institutional controls will be necessary to limit exposure to chemicals left in place. Because groundwater beneath the hangar contains volatile organic compounds, vapor intrusion is a potential concern at the site and could require mitigation and/or institutional controls.

action. The entire Lindbergh Avenue storm drain channel was backfilled to grade with clean, imported soil.

Concrete floor slab sampling conducted to date indicates that the hangar-related PCBs and lead contamination are limited to the surface and near-surface of the floor slab. The core sample results indicate that the concentration of lead (from any source) within the interior of the concrete floor slab ranges from 4.4 to 5.0 milligrams per kilogram (mg/kg). Synthetic Precipitation Leaching Procedures (SPLP) leaching tests performed on this concrete was non-detect for lead. A PCB result for a different floor core sample was reported at 0.0949 microgram ( $\mu\text{g}$ )/quantity Aroclor 1268. There are no indications from the previous investigations, available historical records, or visible staining that liquid PCB spills occurred in the hangar. By itself, the presence of PCB-containing dust that may have been deposited on the concrete floor of Hangar 1 is not a basis for additional core samples.

Groundwater beneath the hangar and sump water samples indicated that the groundwater had not been impacted by contaminants from the hangar. There are no indications that contaminants have migrated through the concrete, and therefore no reason to suspect that they may be present in the soil below the concrete.

Additionally, normal construction practices and pictures taken during construction of the hangar indicate that the foundation and floor were constructed prior to building the hangar. Therefore, construction debris would not be present under the slab.

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<b>Specific Comments</b>	<b>Responses to Specific Comments</b>
<p><b>12S.7:</b> 1. Section 2.2: Clarify why the structural steel surface is considered a porous surface under TSCA<sup>2</sup>. According to 40 Code of Federal Regulations (CFR) 761, porous surface “means any surface that allows PCBs to penetrate or pass into itself including, but not limited to, paint or coating on metal; corroded metal; fibrous glass or glass wool; unglazed ceramics; ceramics with a porous glaze; porous building stone such as sandstone, travertine, limestone, or coral rock; low-density plastics such as styrofoam and low-density polyethylene; coated (varnished or painted) or uncoated wood; concrete or cement; plaster; plasterboard; wallboard; rubber; fiberboard; chipboard; asphalt; or tar paper.” By this definition, the paint on the structural steel is a porous surface and the steel is not.</p>	<p><b>12S.7:</b> By application of the paint to the steel and its adhesion to the steel, the surface is now considered porous whereas bare steel would be nonporous.</p>
<p><b>12S.8:</b> 2. Sections 2.2 and 2.2.1 and Table 2-1: Additional concrete core sampling must be conducted as part of the removal action to evaluate the concentrations of PCBs in the concrete. The concrete floor is a porous surface under TSCA (see definition above). The wipe sampling conducted and collection of one concrete sample for approximately 348,000 square feet (8 acres) of concrete floor is not sufficient to determine if the concrete floor is contaminated.</p>	<p><b>12S.8:</b> See response to 12S.5</p>

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<p><b>12S.9:</b> Section 3.2: The removal action objective is to prevent migration of all chemicals of concern (PCBs, lead, and asbestos) from Hangar 1 to the environment.</p>	<p><b>12S.9:</b> Although PCBs are the regulatory driver for this removal action, asbestos and lead are also present in interior and exterior Hangar 1 building materials. Building materials containing asbestos and lead that are in good condition and not subject to disturbance may generally be left in place per USEPA and Department of Defense policy. However, in the course of addressing the PCB contamination at Hangar 1, it will be necessary to take into account health and safety issues associated with handling and working in the vicinity of materials containing asbestos and lead and to comply with requirements for proper management, abatement, or disposal of asbestos and lead as hazardous materials.</p>
<p><b>12S.10:</b> 4. Section 3.5.4.1: Correct the discussion regarding the TCLP and TTLC<sup>3</sup>. The TCLP is an analytical method; results are compared to a toxicity characteristic to determine if a material is a hazardous waste or is non-hazardous under RCRA<sup>4</sup>. The TTLC is a concentration limit to which total concentration of a specific chemical is compared to determine if a waste is a hazardous waste or is non-hazardous under California regulations. Testing by the TCLP is not tied to the TTLC as described in the text.</p> <p>5. Section 3.5.4.2:</p> <p><b>12S.11:</b> a. State Resolutions 92-49 and 68-16: I concur that the State disagrees with the Navy's determination that Resolutions 92-49 and 68-16 are not ARARs<sup>5</sup> for this removal action, as stated in the last paragraph on page 3-17.</p> <p><b>12S.12:</b> b. Water Code Section 13304(a): I disagree with the Navy's assessment that Water Code Section 13304(a) is not an ARAR. As stated in the Water Board's June 28, 2006, letter to the Navy, Section 13304(a) not only sets out the procedure for enforcement, it also grants the Water Board authority to require remediation when there is a discharge or threatened discharge into Waters of the State.</p> <p><b>12S.13:</b> c. Water Code Section 13307.1(c): Because the removal action does not</p>	<p><b>12S.10, 12S.11, 12S.12, 12S.13:</b> Comment noted.</p>

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include institutional controls, Section 13307.1(c) does not pertain. However, if chemicals are left in place and/or are present in soil beneath and around the structure, land use restrictions or institutional controls will be required at the site. The Navy must address institutional controls and land use restrictions in a future document.	
<b>12S.14:</b> 6. Section 4.5: The analysis of the effectiveness of each alternative must address all three chemicals of concern, not just PCBs. If the alternative addresses lead and asbestos concurrently with PCBs, state that at the beginning of the text.	<b>12S.14:</b> See response to 12S.9.
<b>12S.15:</b> 7. Section 4.7.3: Clarify how the interior coating (on frame and siding) will be monitored and maintained if (and when) internal construction is conducted. Specifically, describe how the coating will be inspected and maintained if access to the interior of the siding and the frame is limited.	<b>12S.15:</b> Internal construction is not part of the Navy's CERCLA removal action work. If internal construction is conducted in the future, monitoring and maintenance requirements would be included in plans associated with that construction work.
<p><b>12S.16:</b> 8. Section 5.1.1: Because the structural analysis details are not presented in the text, include a copy of the report prepared by Exeltech as an appendix to the EE/CA.</p> <p>If you have any questions, you can contact me via phone at (510) 622-2440 or e-mail at <a href="mailto:ewells@waterboards.ca.gov">ewells@waterboards.ca.gov</a>.</p> <p>1- Personal communication between Elizabeth Wells, Water Board, and Donald Chuck, NASA, September 8, 2008.</p> <p>2 TSCA=Toxic Substances Control Act</p> <p>3 TCLP=Toxic Characteristic Leaching Procedure and TTLC=Total Threshold Limit Concentration, California</p> <p>Code of Regulations, Title 22, Section 66261.24.</p> <p>4 RCRA=Resource Conservation and Recovery Act</p> <p>5 ARARs=applicable or relevant and appropriate requirements</p>	<p><b>12S.16:</b> The structural analysis (Exeltech 2008) is available in the Administrative Record and at the Information Repository. The complete Administrative Record for this site is located at 1220 Pacific Highway, San Diego, California, and is maintained by Ms. Diane Silva, 619-532-3676, Naval Facilities Engineering Command Southwest. The Information Repository is located at the Mountain View Public Library, 585 Franklin Street, Mountain View, CA 94041. Telephone Number: 650-903-6337</p>

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<b>Written on:</b> October 6, 2008	<b>Received on:</b> October 6, 2008
<b>From:</b> Chairman John L. Nau, III	<b>Submitted Via:</b> Letter submitted to Mr. Donald C. Winter, Secretary of the Navy
<b>Affiliation/Agency:</b> Advisory Council on Historic Preservation	
<p><b>Comment 13S:</b></p> <p>In accordance with Section 106 of the National Historic Preservation Act (NHPA), I am writing to convey to you the final comments of the Advisory Council on Historic Preservation (ACHP) on the proposed Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) removal action at Installation Restoration Program Site 29 (Hangar 1) at the former Naval Air Station Moffett Field, California.</p> <p><b>Background</b></p> <p>Pursuant to CERCLA, the Navy is proposing a Non-Time Critical Removal Action at Hangar 1. The siding on Hangar 1 is commercially known as Robertson Protected Metal and contains polychlorinated biphenyls (PCBs), the regulatory driver for this clean up action, and asbestos. The siding is believed to be a source of contamination in the Moffett stormwater settling basin.</p> <p>Asbestos and lead are also present in interior and exterior Hangar 1 building materials. In its Engineering Evaluation/Cost Analysis (EE/CA), dated July 2008, the Navy considers several removal alternatives to achieve its CERCLA responsibility and recommends the preferred removal action alternative as Alternative 10, removing the panels containing the hazardous substances and coating the exposed surfaces of the structure. This removal action would include the demolition of interior rooms within the hangar, removal of the corrugated metal siding and roof material from the hangar, and application of an epoxy coating on the remaining steel frame.</p> <p>Hangar 1 is individually eligible for listing on the National Register of Historic</p>	<p><b>Response 13S:</b></p> <p>The Navy appreciates receiving ACHP's final comments on the proposed action and acknowledges the importance of pursuing a collaborative course of action in regard to its CERCLA undertaking that supports NASA's responsibility to manage and maintain the hangar in a way that considers the preservation of its cultural value in compliance with the National Historic Preservation Act.</p> <p>The Navy has provided NASA written information pertaining to the selected removal action efforts and implementation schedule. While NASA has not identified a reuse for the Hangar at this time, they are committed to sharing information with the Navy on its planned reuse efforts as it progresses. Both agencies are striving to coordinate efforts in a manner consistent with ACHP's recommendation. The Navy and NASA are also intending to finalize a formal agreement with regard to all environmental responsibilities at the former NAS Moffett Field in early 2009.</p> <p>Based on the expected life span of the weather-resistant epoxy coating to be applied to the hangar's structural steel, inspections and touch-ups every 5 years and a recoating every 10 years provides the necessary protection to prevent deterioration. Once the removal action is complete, a monitoring and maintenance plan will be developed to ensure the coating's integrity.</p> <p>The manner in which the Navy will conduct the environmental</p>



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Places (NRHP) under Criterion A for its association with a significant episode in the development of naval aviation prior to World War II and Criterion C as an example of early twentieth-century military planning, engineering, and construction in the Streamline Moderne architectural style. Hangar 1 is also a contributing element to the United States Naval Air Station Sunnyvale, California-Historic District, which is a nationally significant historic property listed on the NRHP in 1994. The historic district is significant under Criterion A for its association with the Lighter-than-Air program and the contributions that program made to history under the themes of coastal defense and naval technology, and Criterion C for its distinctive master plan, construction, and architecture, including a landscaped "commons," massive airship hangars, and its regional examples of Spanish Colonial Revival design.

CERCLA removal actions must comply to the extent practicable with the applicable or relevant and appropriate requirements of certain other environmental laws. Because of the historic property located at this CERCLA site, one of the location-specific applicable requirements identified in this case is the NHPA. Under CERCLA, the applicable requirements of the NHPA include those that are substantive, rather than those portions of the law that are procedural or administrative.

The ACHP first became involved in consultation on this undertaking in July 2006, in response to the Navy's notification to our office of the adverse effects of its originally proposed removal action alternative (demolition and off-site disposal of the hangar) on the historic property. The Navy subsequently changed its preferred removal action. Since 2006, ACHP staff has provided comments on two versions of the EE/CA (dated May 2006 and internal working draft dated September 2007) and participated in semi-regular conference calls with the Navy, California Office of Historic Preservation (SHPO), and other parties.

To conclude the consultation process, the Navy requested the final comments of the ACHP on their proposed CERCLA action. In response to our request, the Navy

response action will help ensure its long-term survival and will not preclude implementation of future restoration measures by NASA, the federal facility operator, or others interested in potential reuse of the hangar.

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extended the time period in which we could provide our comments to October 6, 2008.

I appointed a panel of ACHP members to consider this case. The panel consisted of Susan Barnes, John G. Williams 111, and Stephen T. Ayers. On September 17, 2008, the ACHP members met with representatives of the Navy, the National Aeronautics and Space Administration (NASA), the U.S. Environmental Protection Agency (EPA), the California SHPO, and the California Regional Water Quality Control Board, San Francisco Bay Region, and visited Hangar 1. That evening the panel members conducted a public meeting and received comments from concerned public officials, organizations, and individuals. I would like to thank members of the Navy team, Ms. Laura Duchnak, Mr. John Hill, Mr. Darren Newton, Mr. Marvin Norman, Ms. Carolyn Hunter, and Dr. Jay Thomas for their valuable assistance in providing information to the panel members and making these meetings and site visit successful. The comments and recommendations that follow are based on consideration by ACHP of the facts in this case and the review and deliberations of this member panel.

**Findings**

Hangar 1 is an important historic resource due to its use and association with a significant episode in the development of naval aviation prior to World War II, and its architectural design as an example of early twentieth century military planning, engineering, and construction in the Streamline Moderne style. According to the NRHP Registration Form (1994; sec. 7, pg. 5) for the United States Naval Air Station Sunnyvale, California- Historic District, Hangar 1 "is without question the most significant building both architecturally and historically" of the other buildings at Moffett Field, "one of the major buildings of Northern California, and has been recognized as an Engineering Landmark by the American Society of Civil Engineers." The NRHP Registration Form (1994; sec. 8) also notes that Hangar 1 has been designated as a Naval Historical Monument. We recognize Hangar 1's significance not only as an individual property, but also as a contributing element to the historic district.

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Hangar 1 is extremely significant to the community. As we learned from the many public comments we received, this building is an icon to residents. It is an identifiable landmark in the Silicon Valley and a symbol of American pride. Visible from many locations, it makes an enormous impression on the landscape. Many people have strong personal and emotional associations with this building. There is tremendous public interest in restoring this historic resource to a useable facility. We also acknowledge the continued congressional interest in the fate of Hangar 1, as evidenced by letters to you dated June 16, 2006 and September 17, 2008. We recognize the Navy's responsibilities to address the contamination of Hangar 1. Under CERCLA, the Navy is obligated to remediate Hangar 1 to protect human health and the environment. We fully support the Navy's work to do so; however, we also emphasize the suitability of Hangar 1 for a wide variety of potential reuses. We commend the Navy for reconsidering its original proposed removal action of demolition and off-site disposal of the hangar, and for its work to analyze multiple options to achieve its environmental remediation responsibilities.

We understand NASA has begun to gather information toward identifying an appropriate reuse of the building. In addition, NASA is seeking input from the local community on ideas for potential future uses of Hangar 1 and has expressed its commitment to seeking private partners to collaborate and assist in the restoration effort.

The overarching goal of this effort among the federal agencies is to remediate the environmental contamination and return a viable and relevant use to Hangar 1. Without a specific commitment to re-skin the hangar, should the Navy elect to move forward with its preferred Alternative #10, the remaining exposed frame will no longer be considered a building. Exposed to the elements, this frame will surely begin to deteriorate and eventually become unsuitable for reuse. With the passage of time, we fear that demolition will be the likely outcome.

**Recommendations**

Section 110(a)(2)(B) of the NHPA requires each federal agency to establish a preservation program to ensure that historic properties under its jurisdiction or

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control "are managed and maintained in a way that considers the preservation of their historic, archaeological, architectural, and cultural values in compliance with section 106 of this Act and gives special consideration to the preservation of such values in the case of properties designated as having National significance." Further, Executive Order 13287, Section 1, notes "the policy of the Federal Government to provide leadership in preserving America's heritage by actively advancing the protection, enhancement, and contemporary use of the historic properties owned by the Federal Government, and by promoting intergovernmental cooperation and partnerships for the preservation and use of historic properties." In light of the national significance of the United States Naval Air Station Sunnyvale, California-Historic District and Hangar 1's contribution to the district, the Navy's long history of ownership and control as well as the interest it still maintains in the hangar, the Navy should actively pursue a course of action in regard to this undertaking that supports NASA's long term responsibility to preserve and reuse the hangar in accordance with the Section 110 of the NHPA and Executive Order 13287.

We are encouraged by the work the Navy has done thus far to establish productive working relationships with NASA and other federal and state agencies. We recommend the Navy develop a formal partnership with NASA to develop a single coordinated delivery schedule to re-skin the hangar and find a viable reuse for the building. We urge the Navy to apply additional finds to this effort and to work with NASA and its potential public-private partners whom also may provide funding to return Hangar 1 to a viable, reusable building. Under such an integrated approach, the Navy could coordinate the timing of its undertaking with NASA and ensure a seamless transition from removal action to active reuse with little to no time where the frame is left without siding or roof. We realize ongoing monitoring of the existing asphalt emulsion will be required to determine the continued effectiveness of that Time-Critical Removal Action.

We commend the Navy for undertaking Level 1 Historic American Engineer Record documentation. We also support the Navy's proposed development of oral

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histories, virtual Hangar 1 interactive CD, and the inventory-catalogue of the Hangar 1 collections contained in the Moffett Field Museum. We strongly encourage the Navy to engage local communities both in the creation of these products as well as in their distribution. By establishing a working relationship with the local school districts, for instance, the Navy can ensure the incorporation of this valuable information and history in school curricula.

We urge the Navy, however, to focus its time and efforts to mitigate the adverse effects of its preferred removal action alternative on an enhanced collaboration with NASA to ensure the long-term survival and reuse of this historic property. Combining further information gathering and documentation efforts with reuse discussions would add efficiency to this process. These efforts would appropriately resolve the adverse effects to the historic district.

In accordance with Section 106, you must take into account these comments of the ACHP. In accordance with Section 110(1) of the NHPA and the Section 106 implementing regulations, this responsibility cannot be delegated. A similar letter (copy enclosed) will be sent to NASA Administrator Michael Griffin, forwarding these comments.

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**PUBLIC COMMENT SUMMARY AND NAVY RESPONSES**

The Action Memorandum documents the Navy's decision to undertake a non-time-critical removal action (NTCRA) for Installation Restoration (IR) Site 29 at former Naval Air Station (NAS) Moffett Field in Moffett Field, California. The removal action was developed in accordance with the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended, and is consistent with the requirements at 40 Code of Federal Regulations (C.F.R.) Part 300. Before the Action Memorandum was developed, 13 alternatives were evaluated in an Engineering Evaluation/Cost Analysis (EE/CA), and Alternative 10 was recommended to address the potential threat posed by the release of polychlorinated biphenyls (PCBs) present in the construction materials of the hangar. Alternative 10, the selected NTCRA, is removal of the Hangar 1 siding and application of a coating to the surfaces of the hangar's structural steel frame.

The Navy issued the Final EE/CA on July 30, 2008, followed by a 45-day public comment period ending September 13, 2008. A public meeting was held on August 26, 2008, where the Navy received public comments. During the comment period and at the public meeting, the Navy received comments from more than 130 members of the public, regulatory agencies, and local and national government agencies. Comments on the EE/CA and the Navy's responses are summarized below. Many of the comments expressed the opinion that removal of the Hangar 1 siding and application of a coating to the surfaces of the hangar's structural steel frame were not acceptable. Several comments expressed concerns about the cultural resource value of the hangar, noting the historic nature of the hangar and the adjacent historic district, and called for the Navy to restore the hangar by replacing the siding material. Several comments questioned the Navy's estimate of removal action costs or suggested alternative technologies for the removal action or proposals for the future reuse of the hangar.

The Navy's primary responsibility in conducting the CERCLA removal action is to reduce risks to human health and the environment associated with the release or potential release of hazardous substances present in the construction materials of Hangar 1. The Navy's selected alternative complies with the requirements of CERCLA, the Superfund Amendments and Reauthorization Act; the National Contingency Plan at 40 C.F.R.; the Defense Environmental Restoration Program at 10 United States Code Section 2701, et seq; and Executive Order 12580. The EE/CA provides a comprehensive evaluation of many alternatives to "minimize" effects on Hangar 1 and best meets the removal action objectives and all regulatory criteria taking into account implementability, effectiveness, and cost.

The historic mitigation measures proposed in the EE/CA and selected in the Action Memorandum adequately reflect consideration of the need to preserve and protect the hangar as a cultural resource while addressing the need to respond to the release of contaminants from the structure. The removal action maintains the frame of Hangar 1 and reflects the original hangar's relationship to the other contributing structures within the Historic District. Maintenance of the frame, along with the other recommended historic mitigation, ensures the historic district will continue to represent the hangar's original purpose and visual scale while protecting human health and the environment.

The cost estimates presented in the EE/CA are based on standard commercial bidding practices, and were developed by subcontractors and

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vendors whose bids were premised on performing the actual work. The preparation of the estimates included:

- Site visits to develop detailed project approaches
- Detailed estimates for each alternative that included input from experienced engineers, construction managers, and subcontractors
- Subcontractor and vendor bids for specialty services, materials, and equipment
- Estimate components used across various alternatives that have identical components of scoping

This approach helped ensure that the cost estimate for each alternative evaluated was accurate in accordance with U.S. Environmental Protection Agency (USEPA) guidance. Summaries of the cost estimates and assumptions are included in Appendix C of the Final EE/CA.

The Navy evaluated 13 alternatives that addressed the hangar's exterior components and four alternatives that specifically addressed the interior. The Navy's evaluation was consistent with USEPA guidelines for developing an engineering evaluation and cost analysis for a removal action and extended over two years to allow for a full evaluation of removal options, their effectiveness, and their costs, and adequate consideration of regulatory, stakeholder, and community input. The alternatives analyzed in the EE/CA represent the best potential range of options to address the contamination.

The manner in which the Navy will conduct the environmental response action will not preclude implementation of future restoration measures by the National Aeronautics and Space Administration (NASA), the federal facility operator of the former NAS Moffett Field, or others interested in potential reuse of the hangar. NASA has begun gathering information towards identifying a reuse for the hangar and is seeking partners to assist in its restoration. The Navy is working with NASA to better coordinate our cleanup actions with NASA's reuse efforts.

<b>GENERAL COMMENTS</b>	
<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Stewart McGee	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Public member	
<b>Comment 1G:</b> This is a letter from the City of Sunnyvale. It's addressed to Kimberly "Kesler," Director, Department of Navy BRAC Program Management Office. And it's signed by the Honorable Anthony (Tony) Spitaleri, Mayor of Sunnyvale. Letter reads as follows: On behalf of the City of	

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Sunnyvale, I'd like to commend the Navy and NASA for the public release of the Engineering Evaluation/Cost Analysis of hangar One structure at Moffett Federal Airfield in Sunnyvale and express our appreciation for the opportunity to provide comments regarding the EE/CA report.

The EE/CA report identified and evaluated a total of 13 removal action alternatives. As you know, the Navy—preferred alternative, as presented in the EE/CA, is Alternative 10, "Remove siding and coat exposed surfaces," which will involve demolition of interior rooms with [sic] the hangar, removal of the corrugated metal siding and the roof material from the hangar, and application of a protective coating on the remaining steel structure.

The City of Sunnyvale commends NASA and the Navy for its release of the EE/CA . . .

These comments on Alternative 10, remove the siding and coat exposed surfaces: The City supports the report's Removal Action objective to control the mitigation of contaminants from hangar One to the environment through source elimination or containment as an acceptable alternative. The alternative will arguably eliminate the risk to human health, risk to human health and the environment.

The City does have some concern that Alternative 10 falls short in its explanation of issues such as control and proposed effectiveness of the alternatives within the scope of the removal action. Specifically, the Removal Action Objective presents no action plan for addressing other significant contaminants of concern. The City does not agree that, by using the criteria of implementability and effectiveness and cost, a detailed evaluation is achieved.

The City is also concerned that these alternatives do [sic] not address the interior contaminants of the Hangar and seems to ignore contaminants as regulatory drivers.

The City also urges that — the Navy to consider feedback from the community regarding acceptance or rejection of alternatives.

The City of Sunnyvale supports the use of federal funds to clean and restore — underline "restore" — Hangar One so that it is habitable and code—compliant (Legislative Advocacy Position 7.3E.A.29). Therefore, the City would not support any alternative which would result in the removal of the Hangar.

Thank you for your consideration of our position. Please do not hesitate to contact me, the mayor, or my Intergovernmental Relations Officer, Yvette Agredano. Thank you.

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Steve Williams

**Submitted Via:** Oral comment at public meeting

**Affiliation/Agency:** Public member

**Comment 2G:** I'm Steve Williams. I'm a long-time resident of Mountain View. I now live in Belmont where I can see Hangar 1 from the hilltop trails behind my home, and I'm a cofounder of the Save Hangar One Committee. I want to thank the Navy for organizing this meeting and allowing the public to



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have its say in preserving this icon of the Bay Area. I want to thank the Save Hangar One volunteers that helped get the word out. But most of all, I want to thank all the community members that are here tonight and prepared to speak, and I congratulate you for your involvement. Two years ago the community gathered in a similar meeting to tell the Navy that Hangar 1 is too valuable to demolish, and the Navy listened. Today I call on this community to stay engaged and insist that the Navy preserve not just the skeleton of Hangar 1, but the entire useful structure that has been left to us by the Base Realignment and Closure (BRAC) process. How many here believe that the Hangar 1 must be preserved with a usable skin? (*Attendees raise their hands.*)

And now let me ask by a show of hands how many here believe the Navy still has an obligation to spend the additional money necessary to reskin the hangar? (*Attendees raise their hands.*) The Navy has argued to the Advisory Council on Historic Preservation of the California Office of Historic Preservation that leaving Hangar 1 a skeleton is an adequate way to preserve its unique irreplaceable historical significance. I find that argument wholly unconvincing, and I call on those authorities to tell the Navy in no uncertain terms that a skeleton is not enough. The California Office of Historic Preservation is there to preserve icons like this one, and I believe that they should insist. Under the BRAC process, Moffett Field was transferred to NASA Ames Research Center in 1994. The Navy believes that transfer relieves them of their obligation under the BRAC to return Moffett's assets to the community for reuse. They insist that all they have to do is clean it up. I disagree. The Navy transferred a usable working hangar to Ames, and I call on NASA to demand in no uncertain terms that the Navy spend the money necessary to keep Hangar 1 a working, useful building. I grew up in the Bay Area and have lived here off and on all of my life. I wondered at Hangar 1, marveled at Hangar 1, explored Hangar 1, and loved Hangar 1 from up close and from bridges and hilltops far away. I can't imagine a Bay Area without a Hangar 1. I call on the Navy to honor its duty to our community and return Hangar 1 to us in a usable, beautiful, durable condition. Thank you.

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Janis Moore

**Submitted Via:** Oral comment at public meeting

**Affiliation/Agency:** Public member

**Comment 3G:** I've submitted a written comment, but I'll just go ahead and add a little bit to that. I am a second generation Valley resident, and I remember when the valley was all orchards and a beautiful place to raise a family. My grandfather was a friend of the then base commander and was — got to go up in the Macon when it was based here. My family's had an apricot orchard near Evelyn Avenue, and I remember well, actually, it was before my time; but one year, because we were unable to get pickers, we had sailors that came out and picked our fruit, which led to some very interesting stories. I still recall some of those stories. My family had a lot of different interactions with the Moffett Field in various capacities. And in short, it was a valued member of our community and a part our lives. Over the years, the valley has changed so much, and the saddest thing of all to me is how many of our historic resources have disappeared. Almost all of my favorite historic landmarks are gone, with the exception of a few structures here and there and most outstanding of which are the hangars at Moffett Field. I appreciate the Navy holding this meeting tonight to hear from the public

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about its plan. However, removing the siding and leaving behind a skeleton is not acceptable. This is better than the previous plan to totally demolish the historic structure, but I think the Navy needs to do more to preserve and rehabilitate this landmark structure. It's one of Mountain View's biggest landmarks and is a wonderful example of early twentieth century technology. And I — and as a national landmark—eligible structure in district or part of a district, it should definitely be preserved. So, please, do preserve Hangar 1 in a usable capacity, and do not just remove the siding, exposing the skeleton to elements subject to further decay. To me that sounds like the first step on the road to demolition by neglect. I would also like to point out that the City of San Jose spent approximately \$20 million to move a four-story hotel some 200 feet in order to preserve a historic landmark in San Jose. If San Jose can afford \$20 million, I think the federal government and the Navy can certainly afford to fully rehabilitate Hangar 1. Thank you.

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Tom Spink

**Submitted Via:** Oral comment at public meeting

**Affiliation/Agency:** Public member

**Comment 4G:** My name is Tom Spink. I'm a retired Navy captain, served at Moffett for over 20 years, and I represent over 500 naval aviators as part of the San Francisco Bay Area Squadron of the Association of Naval Aviation. As a former engineer, I appreciate the rigor of your examination and extensive time and labor required to produce all the meetings, minutes, and now the EE/CA Revision 1. Up front, let me say that my purpose is not to impugn anyone's integrity. I do, however, question the conclusions of your analysis or, should I say, your premise. I have made many, but not all, of the meetings and read most of the minutes. I received the CD, all 425 pages, and went looking for what I think we should all look at one last time before embarking on a costly solution. Is Hangar 1 a serious threat to human life and the environment? We all know there are PCBs leaching from the metal siding whenever it rains. The materials tested had high levels, but the runoff was minuscule. I remember a briefing on PCBs a few years ago; and by the end of the presentation, one would have thought that Hangar 1 was another Love Canal. As I have watched these events unfold over the years, a couple of thoughts come to mind. If the PCBs that are currently leaching off the hangar are at dangerous levels now, then 70 years ago they must have been even more toxic, and there should have been many reported illnesses attributed to the pollutants. Seriously assuming any dissipation rate you wish, I find it hard to believe that the levels now present are at a serious threat. No one's going to build a grade school on top of the collection pond. I also find it disturbing that your analysis did not try and estimate how long the PCBs might be present. Seven decades of sun and rain have not diminished the PCBs to any predicted amount. I tried to engage one of the investigators years ago at one of the informal informational meetings about leaching. At first I said it does not rain that much around here, so it shouldn't be that much of a problem. He dismissed that. At a later meeting, I reminded him that the previous March it had rained 25 out of 30 days, and I asked him how much of the PCBs are left. Again, the discussion was not what he wanted to talk about. The Navy wants a permanent solution. If the PCBs were actually deemed to be only a minor threat, they still would be a pollutant that must be addressed. And I don't — but I don't think collecting the runoff every year and bearing the results properly should be very expensive. There are pollutants all around us. They are inescapable. But that doesn't

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mean that they will affect us. I bought a cordless drill at Orchard Supply Hardware last weekend. When I opened the package, there was a tag that said, "This product contains chemicals known to the State of California to cause cancer and birth defects and other reproductive harm." To me, this sounds more ominous than the PCB briefing on Hangar 1. I'm going to use the drill. Such warnings are on most buildings we enter every day, but we accept the risk because we believe them to be minimal. I believe Hangar 1 is a minimal risk. So let's be realistic about the areas of pollution we spend our precious tax dollars on. And the only ones that are minimal should have a warning sign on all the entrances. Case closed.

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Linda Ellis

**Submitted Via:** Oral comment at public meeting

**Affiliation/Agency:** Public member

**Comment 5G:** For those of us that live here, we are encouraged that the Navy has taken the next step to acknowledge our community's landmark. However, as the citizens continue to seek preservation, we want the government to work and to continue to reskin the hangar. At the beginning of the Great Depression, the Bay Area citizens united to purchase a 1,000-acre site for our government and this magnificent structure that represents our national pride and our local advances. Now the structure is at risk of being left defaced and unusable, and we are here to express our will for the preservation of this great landmark. The people have endorsed a volunteer team experienced in large projects and working independently of their firms and to review the EE/CA and on behalf of the RAB committee to resolve this issue and come up with options. The presented solution preserved a landmark by removing the existing siding and replacing it with fabric. The solution remains to be architecturally exciting, environmentally sustainable, and procedurally practicable. We reviewed the record documents. We've walked through the building and took photos. We've noted the fabric roof buildings that provided precedent. The solution is historically sensitive and emulates the airship construction itself. The feasibility level cost was reconfirmed and affordable. The solution is appropriate for the structure, allowing natural light transmission, a Class A fire-resistant roof, a 60-year anticipated longevity, and virtually no maintenance. The EE/CA report with the Navy's recommendations to coat and leave the structure exposed contains some items that may be questionable and others that seem okay. The evaluation of — and the assumptions and the findings might be accurate. However, the detailed structural analysis, rejected items, consultant models, cost data that were used in the preparation of this report should be provided for review. We challenge the Navy to address the historical issues. The National Trust for Historical Preservation stated that our landmark is significant and worth preserving. We also concur with the Navy's July 25th report that mentions that the quality of the adjacent historical Site 29 would be adversely affected by this structure without a skin. Moreover, we request the Navy to prepare an addendum to the EE/CA that includes the support data, the historical preservation measures, and mostly the architectural fabric options supported by the people of this community. Thank you.

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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Jane Horton	<b>Submitted Via:</b> Oral comment at public meeting and letter submitted
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 6G:</b> <i>The Emperor's New Clothes</i> is a fairytale by Hans Christian Andersen about an emperor who unwittingly hires two swindlers to create a new suit of clothes for him. The two swindlers promise him the finest suit of clothes from the most beautiful cloth. The cloth, they tell him, is invisible to anyone who is either stupid or unfit for his position. The emperor cannot see the nonexistent cloth, but pretends that he can for fear of appearing stupid. His ministers do the same. When the swindlers report that the suit is finished, they dress him in pantomime. The emperor then goes on a procession to the Capitol showing off his new "clothes". During the course of the procession, a small child cries out, "But he has nothing on!" The crowd realizes the child is telling the truth. Hangar One at Moffett Field is a 76-year-old landmark with history, physical impressiveness, and ground-breaking design. However, the Navy now proposes to remove the cladding and leave just the steel skeleton standing. The Navy has asserted that, after all, the structure will still be impressive and will bring to mind the grandeur and historic meaning of Hangar One. . . of course, coupled with a history museum to show what the hangar really did look like before it was stripped naked.</p> <p>To me, this brings to mind the emperor's new clothes. It's as if the Navy wants me to believe that the unclothed hangar has just the same usefulness and value to the community as the hangar does with siding. The Navy asserts that I will think an invisible cover has the same value as the real cover!</p> <p>I would prefer to be like that child, tell the Navy that I can see that when the hangar has no siding and is naked, that it certainly does not have the same value as the hangar when it is enclosed.</p> <p>If a statute of the emperor in Andersen's story had been created, I assume that after a while birds would have landed on it and done what birds like to do. And if the Hangar is left stripped and naked, I assume that birds will also treat the Hangar skeleton in the same way, as a place to roost and raise their families. And like a statute that is seldom washed and cleaned, I can envision Hangar One declining into a sad state of disrepair after perhaps thousands of nesting and perching birds make the hangar their new home. There's too much history here for Hangar One to be reduced to a mere skeleton and home for pigeons and other birds.</p> <p>The main sticking point with preservation is money. The Navy doesn't wish to fund a full restoration. The Navy says it will cost approximately \$15 million to restore the Hangar to usefulness. Our country is spending \$341.4 million per day; \$15 million dollars is spent in one hour and fifteen minutes for this current war, but is there no money for the Navy to restore the hangar?</p> <p>Suppose that Andersen had written his fairytale with a different ending: The emperor never wore clothes again; the swindlers gave him a drawing of what he had looked like wearing clothes and told him that they were really only obligated to give him the drawing. I imagine the emperor would have sickened and died from exposure, all while he looked at the drawing of himself wearing clothes.</p>	

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To the Navy, I see the difference: Just as the Emperor had no clothes, the Hangar without its siding is NOT a building with a future use. Please do not think that I cannot see the difference between a hangar WITH siding and a positive future and a hangar WITHOUT siding left to decay and decline.

Jane Horton  
350 N. Whisman Road  
Mountain View, CA 94043

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Rick Callison

**Submitted Via:** Oral comment at public meeting

**Affiliation/Agency:** Public member

**Comment 7G:** While I'm pleased at the trend towards preservation in this latest EE/CA report, I'm very disappointed that the efforts expended on Alternative 6, re-covering, weren't directed towards a fabric skin solution that might have proved to the Navy that even stripping the skin was less valued. Instead, the EE/CA embarked on a study of layering another siding over the existing siding, adding weight to the structure, and leaving the contaminated interior exposed, preventing public occupancy. In support, Alternative 6 robbed fabric of due consideration. How much better to have investigated the fabric solution presented to this group before that reduces the skin weight on the structure by something like 90 percent. While no solution is perfect, fabric is the only visionary, forward thinking, and viable concept presented so far, offering the following benefits: It introduces natural daylight into this glorious but cavernous dark space, transforming Hangar 1 into a place where people would actually want to be while silhouetting the delightful structure which is now obscured in darkness. In turn, interior lighting at night would transform Hangar 1 into a glowing lantern to markedly enhance its presence and encourage its adaptive reuse as a public gathering place. Lastly, the use of fabric has worthy historic references. Hangar 1's graceful arches come naturally, derived from airship and hangar designs conceived by the most prolific airship designer in history, Karl Arnstein. As such, the notion of a fabric cladding that mimics airships is not far fetched but direct insensible. I turn now to the Navy's recommended Alternative 10, stripping the skin. By comparison to the fabric enclosure, the hangar's naked skeleton would simply be a lifeless relic except as a nesting aviary as has been said before. And stripping the interior of all the stairs, catwalks, elevators, and other features will forever prevent restoring the hangar some day to its original form and human scale. At the time of Hangar 1's construction, it was technologically cutting edge, but unfortunately served an airship program that was to end tragically. In going forward now, let's not inflict a lesser tragedy on this graceful giant but instead be motivated by its potential for future success, a success to be signaled by its reentry into the mainstream of Bay Area life through adaptive reuse. Thank you.

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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Beth Bunnentbert	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 8G:</b> I'm on Palo Alto's Historic Resources Board, but tonight I am speaking as an individual. I understand the Navy's job is to clean up the toxic substances. Now, on the cleanup of the natural environment of bay lands and restoring areas of this base to the natural state, the Navy removed the cause of the toxics, removed the toxic soil, and did not stop there. You brought in fresh soil, worked to restore the plant life, and nurtured the area. This first marvel of restoration is working. The turtles are back. Now for a second marvel. This one is of the built environment. The National Register—eligible structure, its streamlined modern styling, is an engineering model marvel known as Hangar 1. Yes, it is important that the Navy's EE/CA sees Alternative 10 as a recommended alternative. It's much better than demolition. However, please finish the job. Please apply the same process you did for the natural environment. Bring in fresh materials, re-cover the structure, and truly return this building to use. Please save Hangar 1. Thank you.</p>	

<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Jim Lund	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 9G:</b> I'm Jim Lund. I'm an aviation historian and a world traveler. I'll read you my little three-minute blurb here. Let's thank this forum for inviting me to speak. During my talk, a few questions might arise, and I will try to answer any questions after the talk. I would not be here now if the Navy and NASA, as custodians of Hangar 1, had done the right thing to begin with. In July of 1994 when the Navy pulled out and transferred the custodianship of Hangar 1 to NASA, a responsible action would have been, hey, Hangar 1 is an historic landmark, a unique building, a tangible art effect an artifact of one of the most romantic periods of civilization. NASA does not need a warehouse. NASA does not need an old relic to look after. It is an agent for the future. The thing to do would be to make arrangements for the State or National Park Service to donate Hangar 1 and the land it sits on. Since Hangar 1 and the land it sits on already belong to the government, no taxpayer money is spent. As a state or national monument, Hangar 1 would be maintained and operated by a crew of rangers and open to the public just like the rest of the monuments. The fact that Hangar 1 is in the Bay Area, one of the nation's most touristic locations, there would be lots of national and international visitors who would pay admission and fees to help defer the costs and even make a profit. Ever hear of a Zeppelin Festival? That would attract young and old from around the world. The value of such a huge magnificent cathedral-like edifice with such a fascinating history will continue to grow with each of the passing years. However, I'm sorry to say that no effort has been made in this direction. Instead, it was left to molder away while the Navy figured out a way to get rid of it. NASA and the EPA</p>	

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to the rescue. They found Hangar 1 to contain toxic substances. The fact is that nearly everything made by man contains toxic substances. Where did these toxins come from? The very earth that we live on. Man has lived with these toxins throughout its entire existence. With high technology comes highly sensitive sniffing and wiping devices that can detect the tiniest presence of any perceived toxin. With these devices, it is possible to test the very home you live in and find toxic chemicals levels of radon gas, formaldehyde, lead, and mercury. The automobile, which contains lead, acid, asbestos, toxic fluid, and gases, is allowed to be sold and operated by the million with only a warning label attached to the driver's side window. Why aren't you evicted from your house and your car hauled off to a toxic dump? There would be a revolution. Hangar 1 is an orphan with only the weak and the meek to defend it. Given the latest sobriquet of toxic garage, every time it rains, toxics leach off, polluting the bay. The truth is that none of this has been proven. The feared PCB Aroclor 1268 has been found lately to be mildest PCBs. No effort has been made to study the soil around the hangar for the presence of PBCs [sic] left at the building site when the Robertson corrugated metal siding was cut to fit and thousands of holes were drilled in the mounting. Nonetheless, a visit to Hangar 1 is far less harmful to your health than a sunny afternoon on the beach. Now, yet the Navy made the decision to opt for Alternative 11, "Demolish and remove hangar," based on the strength of Benchmark Environmental engineering report. The report found that Robertson corrugated metal siding did contain these PCBs. But there was no report on the soil around the building because the Navy did not request it. I find it difficult to forgive the Navy for taking such a rash and irresponsible action before all the facts were in. I could only hope that sanity will prevail and Hangar 1 will be preserved for future generations to marvel about.

Now I ask, where is California State Park Service director Ruth Coleman? Are you here? No Ruth Coleman, okay. Where's the National Park Service director Mary Bomar? Are you here? I will say that the national trust for historic preservation and their director, Richard Moe, did bring attention to the great importance of Hangar 1 and that it must be rescued from the ignorance that would call for its destruction. Where is Senator Boxer? Are you around here? No Boxer. How about Feinstein? Where's Feinstein? She here? I hope to hear from you. Where are Congress? Where's Anna Eshoo? Is she here? I want to hear from you. And how about Honda? Is he here? I have written to you repeated times over the past three years, and I have yet to receive a reply from any of you. Not one word. One last sentence. Will any responsible politician listen and respond? Thank you very much.

<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Sandra Mason	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Public member	
<b>Comment 10G:</b> My name is Sandra Sirintioni [phonetic] Mason. I'd like to thank the Navy for its care in including the public in its important decision and for this opportunity to speak about the importance of Hangar 1 in my life. Most of us already realize the architectural significance of this grand structure called Hangar 1. Its preservation for that reason alone should be important to all in our community. Mine is just a little story. I'm here tonight to speak in honor of my mother, Frances Anello Sirintioni. My mom was a first generation Italian-American and a Santa Clara County native. If my	

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mother were alive today, she would be 85 years old. Just after World War II was declared, my mother went to work as a mechanic in assembly and repair on the L ships and the K ships. That work was done inside Hangar 1. This was the only job outside the home my mom ever held. The money she made from this work helped to pay the mortgage on her parents' cherry ranch on Homestead Road. This wartime job was a lifelong source of pride for my mother. When I was a child, each time our family drove past Moffett Field, my mom would proudly remind us that she had worked inside Hangar 1. Years later when I drove my own children past the hangar, I, too, would proudly point and say, "Your grandma worked as a mechanic on the blimps inside that big hangar during World War II." Mom died 15 years ago. Her ashes have been tossed on the wind. For our family, Hangar 1 stands as a piece of our mother's history, a reminder of her youth and her life. It stands for us as a memorial. And each time we pass by now with my mother's nine great grandchildren, the fourth generation, we point and say, "Your great grandmother worked inside that big hangar during World War II." For that small moment, as I gaze with my grandchildren at Hangar 1, the young Francie Anello lives again. I am sure that my mom is but one of thousands of people with prideful histories attached to the hangar. My family and I appeal to the Navy, the EPA, and the Water Board to preserve and restore in full this amazing structure as a monument to all the people who have lived their lives for generations in the vast shadow of Hangar 1. Thank you.

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Gary Hinze

**Submitted Via:** Oral comment at public meeting

**Affiliation/Agency:** Oakland Cloud Dusters Model Airplane Club, National Free Flight Society, and the Academy of Model Aeronautics

**Comment 11G:** I'm Gary Hinze. I'm a member of the Oakland Cloud Dusters Model Airplane Club, National Free Flight Society, and the Academy of Model Aeronautics. I'm here to express the interest of aeromodeling worldwide in preserving Hangar 1 as an indoor model airplane flying site. Indoor model airplanes are light and delicate. They must be flown inside a building, protected from wind and turbulence. For example, the highest level of indoor aeromodeling is the F1D class. It's limited in to span 55 centimeters, which is about 22 inches. It must weigh no less than 1.2 grams. A dollar bill weighs 1 gram. It has a rubber motor on it that weighs no more than .6 grams. Put 2,200 turns on that rubber motor with a revolution rate on the prop of one per second, and you have a 37-minute flight. The recent world record was just accomplished this month. These airplanes are so delicate that if someone walks by them rapidly, they will be completely destroyed from the wake of the person walking. To achieve that performance requires a very high column of very still air. Until about 1997, we flew indoor airplanes in Hangar 1 at Moffett Field. One of the OCD members told me that he had been flying in the hangar for over 60 years, and he's not the only one. I have been told that national and international world records have been set in the hangar. We were prohibited from flying in the hangar because there were toxic chemicals in the building about 1997. When the Navy left Moffett Field, it proposed to demolish the hangar. Public comment changed the plan to removing the contaminated cladding and leaving the structural skeleton. It's better than demolition, but we couldn't fly inside of it that way. The wind would go right through the open structure. Hangar 1 has the potential



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again to be an indoor flying site of national and international importance. I ask that the Navy restore the building to a condition that will permit continued use as a world-class site for indoor aeromodeling. I'm submitting copies of the E-mails from other OCD members who were unable to attend tonight's meeting, explaining the importance of aeromodeling and encouraging young people to take an interest in aeronautical careers, as many of them did. Encouraging such interests is important to our future national security and economic success. Thank you.

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Bob Hobbs

**Submitted Via:** Oral comment at public meeting

**Affiliation/Agency:** Save Hangar One Committee

**Comment 12G:** My name is Bob Hobbs, and I'm part of the Save Hangar One Committee; and I, too, am very happy that the Navy has not decided in demolishing the hangar but do believe that they need to take the further step in providing a siding and a usable building for the community in whatever form or fashion it ends up to be used. I still think that's probably under consideration. But, you know, "build it and they will come" is a good philosophy, I think, on that one. I think of two other things when I think of Hangar 1 in kind of the same era, and that's the Golden Gate Bridge and the Empire State Building, both structures done at a similar time of our history and — but the real can-do attitude. They were structures that were all completed in an extremely timely fashion and a high degree of quality. As you see, they all stand today on their own. So it's not only a monument to historical preservation; it's a preservation of an attitude of America's can-do spirit as well, I believe. Okay. Having said that, I think I have some concerns on the prob — you know, maintenance and corrosion problems that could arise by just leaving the skeleton only without a protective siding over the metal frame. There's a couple of reports through my erudition in the last couple weeks and — that I've dug up. One is the Effects of Soluble Salts at Metal Paint Interface. And basically, these are two different substances: sulfates and chlorides. And these are — basically, the sulfate is a distribution factor of industrial modernization, you know, air pollution, if you will. And chlorides are a product of a marine environment, and the hangar resides in both of these environments. So the report goes on. The long and short of this report is: If the structure isn't cleaned to a high degree, the paint or whatever coating they put on will degrade very rapidly. And this is a report done in 2005 for the National Center of Metallurgy Research [sic]. In this report, the Navy acknowledges this, and they have a recommendation of the degree of the cleanliness of the metal before they start applying any paint or coating. And so they should know that; the Navy should know that. It might be interesting to see if they've done that research on their report of how they're going to coat this. And the other quick thing I want to bring up is corrosion protection of steel bridges. This is put out by the National Steel Bridge Alliance. And this coincides with the effects of soluble salt report, meaning they recommend a high zinc-coated primer done in epoxy coat on the second phase of coating to prevent water getting into the metal. And then a — and then the third coat would be a polyurethane which would protect it from the environment, meaning ultraviolet keeps the paint from chalking and stuff like that. And this is like the correct way to protect a steel structure out in the outside environment. So I'm not quite sure what the Navy's done or is proposing on the coating; but I just thought that,

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you know, these me— — this — maybe they should consider these reports. Thank you.

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Bill Wissel

**Submitted Via:** Oral comment at public meeting

**Affiliation/Agency:** Public member

**Comment 13G:** My name is Bill Wissel. I'm a Sunnyvale resident. I was raised in Mountain View since the days of agriculture, if any of you have been around that long. Virtually every remark I was going to make has been made by now. So I'm just to make a few follow-up comments to reinforce some important points. Bob Hobbs, Hangar 1 was erected by J. H. Pomeroy Company from Seattle, Washington. They are the same people that built the Golden Gate Bridge. Navy, please don't try to tear down the Golden Gate Bridge. I have been attending the RAB meetings, the Restoration Advisory Board meetings, pretty much since this started. And one follow-up comment I'd like to make is: During those meetings we got very elaborate, very sophisticated PowerPoint presentations on the cleanup of the wetlands. There were pictures of bulldozers, trucks, tractors that were digging ponds to hold the animals. There were turtle houses. There were houses for the —. The burrowing owls, all the little mice were all put in this storage area while the wetlands was being cleaned up and restored. Now, the intent was that these animals will be reintroduced, and the wetlands will be repopulated by the — by all these animals that are sleeping in their little turtle houses and stuff. And my comment is more of a question to the Navy: Why is the hangar being treated so differently? All through these meetings, the Navy adamantly said that they had no intentions of restoring the hangar; they were under no obligation to restore the hangar. And in fact, in several meetings, the hangar topic was banished from the agenda with a refusal to respond to questions. That is probably the extent of my —. I have one more anecdote. I am a founding board member of the Moffett Field Historical Society, and I have been told that recently there was an architectural inspection of Hangar 1. During that inspection, the people were trained for two hours wearing HAZMAT suits, respirators, bunny suits, this sort of stuff. When we opened up the museum in Hangar 1 — we're all a bunch of volunteers, just a bunch of history buffs — we didn't have any of that. In fact, if you were familiar with the first museum be— — prior to moving out of Hangar 1, we went in there, and I don't even remember if I was wearing gloves. I was washing the walls with bucket and soap in one hand and eating pizza in the other hand. Now, it seems to me if the Navy is sincere about their concerns of toxic materials, somebody would have tried to contact me and warned me that I'd — I had been exposed to this material. The Navy knew, NASA knew our names. We had to clear security to get access to this, and to date nobody has attempted to notify me that I'd been exposed to anything. Thank you very much.

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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Robert Moss	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Community Co-chair of the RAB and on the Board of Directors of the Barron Park Association Foundation	
<p><b>Comment 14G:</b> I'd also like to thank the Navy for hosting this and the community for turning out. I'm the community co-chair of the RAB, and I'm also on the board of directors of the Barron Park Association Foundation, which for the past 19 years has had oversight of the Superfund sites in Palo Alto. So I'm very familiar with toxics and health hazards, and when I make comments later, it's with full knowledge of what the problems are and what the solutions should be. I might be able to answer one of the questions you just asked about why the Navy is treating things differently now then they had been in the past in terms of restoration and preservation. About four years ago, the Navy changed their policy. And the policy now is that they are only responsible for doing the absolute minimum that they can get away with in mitigating the hazards on one of these sites. They are going to do the absolute minimum that will prevent toxic flow into the environment, and then they intend to run as quickly as possible in the opposite direction and leave somebody else to mitigate or to make the site usable. Now, I attended a meeting of RABs from literally all of the world, and I can tell you that nobody was pleased with the Navy policy from Guam to Puerto Rico to Texas to Alaska. Everybody thought this was an absolutely ghastly approach, and that's why we think it's an absolutely ghastly approach here. Hangar 1 should be restored. In the report — and I talked about this two years ago — the Navy comes up with a full one page cost estimate. This is garbage. When NASA did a cost estimate for what it would take to demolish the hangar, prepare the hangar, they had seven pages of real detail that actually told you what was going on. This is nonsense. And let me tell you why it's nonsense. I had an interesting call this afternoon from a fellow called Paul Thomarios from Akron, Ohio, where there happens to be a sister of Hangar 1. And guess what. A year ago he was commissioned by Lockheed, after they tried 40 different ways to do something about the hangar, to put on a coating of epoxy with a sealant that penetrates into the hangar wall, chemically locks in the PCBs and other toxics, prevents them from going into the atmosphere or environment. And then the hangar — the wall is sealed with a white acrylic coat, which makes it look just like the original hangar. And this is "extremely expensive": \$10 million. And that's not theory. That's what it actually cost. The Navy said that doing the inside of a hangar would cost more than 15 million, and \$48 million for Option 4. In hangar — In Akron it was done for 10 million, and he thinks he can do the outside for less. The Hangar 1 surfaces could be coated with this combination sealing for less than the Navy is talking about spending to take off the siding and leave us with a cage. And if anybody would like to talk to Paul, I have his phone number. He said he'd be staying up late tonight. I want the Navy to go back and look at what happened in Akron, look at what Lockheed did. They did — . Oh. And let me tell you what's happening. It's really terrible. Took a full seven months to do this. And in three weeks, the hangar is going to be occupied by an organization that's making blimps. I'm serious. So it's going to be used. It's going to be a usable facility. If the Navy does it right, within a year and a half, NASA could be renting that out. They tested it. It doesn't have any toxic leakage after a year, and this works. It's not theory.</p>	

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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Janne Wissel	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 15G:</b> I am Janne Wissel from Los Gatos, California. And I also have spent a significant part of my life in the Bay Area. My questions for the Navy relate too many of the structures that are inside the hangar. The option of denuding the hangar of its skin and taking out the buildings that were put in on the floor of the structure does not address the integral part of the structure that includes things like the cork room and other historic parts. So my concern is that if we can come up with a paint that's going to stabilize the frame when it's exposed to the elements, it seems inconsistent that we can't come up with a coating that stabilizes the entire structure as it's currently constructed. And we've also been in contact with Akron. The hangar at Akron is a near identical sister to this hangar. There's only very slight differences. And if you can do it in Ohio, it's absolutely baffling to me that we could not solve this same problem in the heart of Silicon Valley. So I urge the Navy to use the expertise and the genius that exists in this valley and really come up with a solution that leaves our community with a viable landmark that's been a part of our history for over 70 years. Thank you.</p>	

<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Jim Van Pernis	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Save Hangar One Committee	
<p><b>Comment 16G:</b> I'm Jim Van Pernis, a resident of Sunnyvale and a member of the Save Hangar One Committee. I was not aware of the new information about Alternative 4. But based on what I had read in the EE/CA that I received on a CD, basically I came here to personally support Alternative 6 if — and only if — the proposed fabric enclosure covering solution is deemed not to be viable or feasible. I believe that the recurring cost for covering the hangar as opposed to the Navy's Hangar 1 EE/CA's recommended Alternative 10 over the long term will be a more cost-effective solution and help better protect the hangar's interior support structure from environmental degradation and also help ensure the viability of the hangar for future community reuse. Perhaps some of the approximately \$9 million from the hangar EE/CA estimated cost of Alternative 2 or Alternative 6, as opposed to Alternative 10, could be reduced if the optional Level 1 documentation and other historic mitigation activities were minimized or eliminated as necessary, given that the hangar itself is left standing and that the Moffett Field Historical Society already has adequate historical information about the hangar and about the facility and the history of it. Also, if the cost estimate on Table 5.2 Notes 3 and 4 on the CD I received, they appear inconsistent with the alternatives. Kindly consider revising these notes to make them more clear. If Alternative 6 is accepted, why is the \$3,370,000 needed for other historic mitigation? That's really not clear. Thank you.</p>	

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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Jack Nadeau	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 17G:</b> I'm Jack Nadeau from San Jose. My dad told me stories about how he'd be working in the yards of the railroad, and the Macon would fly overhead on its way to Moffett. And when my brother was five, my dad took him to watch a docking of the Macon. This kind of made me think about the history of aviation to the point where I was able to use that experience of the Macon and the hangar as a springboard just like today if it were a museum. Countless children would be able to feel the awesome size and the structure and all the wonderful things about Hangar 1 that ——. When the Navy suggested or recommended that it be demolished, I could not believe that the Navy would be so callous as to remove this chapter of aviation history just like that, like it meant nothing. I could not believe that. And that's what I said at that other meeting that we had. So in 1982, I was in Washington, D.C. I happened to check out the Smithsonian Aerospace Museum. And at the time, I was thinking, people in the Bay Area have to travel a long way to see that museum. And the thought actually occurred to me that Hangar 1 would be a wonderful place for a Smithsonian West aerospace museum. And with all the people in the Bay Area that would be interested, I'm sure it would pay itself. I'm positive it would pay for itself. I became a life member of the Moffett Field History Museum around 1992. We used to have banquets in the museum in the hangar. That's when the museum was actually part of the hangar itself. And so what I'd like to see personally is the linking of our local museum with the Smithsonian Aerospace. I can picture radio-controlled blimps flying around the hangar just like the Macon, all kinds of artifacts, just like the Smithsonian in D.C. It would be a wonderful place because the hangar itself is pure history. So thank you very much, Navy, for reconsidering; and at least the frame is going to be saved, but it can't just be left alone as a frame like countless other people have said here today. There has to be a covering following the removal of the siding down, down, one, two. You cannot leave the frame alone and standing that way. Thank you very much.</p>	

<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Vic Monzon	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 18G:</b> My name is Vic Monzon. I'm a former Navy commander. I have served 16 years at Moffett, '78 to '94. Six years of that I actually served inside Hangar 1. For those of you not familiar with the Petri community portion time frame is that that was the training hangar. So the six years there, twice as a student, once as an instructor and naval flight officer, also fleet evaluator for naval flight officers. And I was the final officer in charge</p>	

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of the specialized operational detachment that was on the west side. I guess from a, you know, little historic perspective once again is that particularly during the 1980s is the height of the Cold War is that we had the duty Soviet Yankee ballistic missile submarine sitting a thousand miles off the coast, okay. So when I first joined an operational squadron, three days a week I would fly out there to do constructive kills, take them out, simulated in case we needed to do it in actuality, okay. So as a bit of a perhaps monument or tribute to that kind of contribution to us winning the Cold War, you know, I'm particularly interested in having this hangar preserved in ——— and closer to the current state. It really disappoints me to think about relegating the hangar to a picked-over Thanksgiving turkey carcass. That's the idea that I take from that. And to think of taking it from an icon to an eyesore is just really insulting. Thank you.

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Larry Shapiro

**Submitted Via:** Oral comment at public meeting

**Affiliation/Agency:** Public member

**Comment 19G:** Thank you all for staying. And excuse my back. And Captain, you're my new hero. I just want to make that clear. To tell you that "I'm back" wouldn't mean a thing to the two of you. You haven't had to deal with me before. So good luck. I do thank you for allowing me to speak, even though I would have done it if you hadn't allowed me. But for the record and for my ego, I'm a multi-thousand-hour pilot with way too many years of doing it, a business owner to Palo Alto Airport, aviation rider, and a legend in my own mind. I've had the joy and privilege of performing at two of the last air shows held in the shadows of Hangar 1 plus many other activities at Hangar 1. I know some of you have heard me speak before, and my message tonight is basically the same but with more passion and desperation added. I sat through way too many meeting introductions, approval of RAB minutes, and so many boring statistics about the sections, the areas, and numbered locations that I could create my own hazardous material waste areas from just spitting. I'm here for one reason, and that is to help save Hangar 1 as it should be saved. Just satisfying the Navy's obligations and liabilities is not enough. I'm not suggesting punitive damages. Just reasonable responsibility. Hangar 1 is the Golden Gate Bridge of the Peninsula. In terms of history, it's certainly more important than the Winchester Mystery House, Fry's, and Google. If they found problems with the Golden Gate Bridge, Alcatraz, or the bay, there wouldn't be years of discussion on whether to tear down the bridge, tow Alcatraz out to the ocean, or fill in the bay. They'd just be fixed. There's another jewel we have all seen or visited. When it was built, it was supposed to last just a short while. It was basically made from industrial-strength papermache, and it has captured many hearts. I had the joy of living a block away from the Palace of Fine Arts, and I would hate to have it described just to my granddaughter if it were taken away. When problems were encountered with this gem, tearing it down wasn't on the table. Hangar 1 is our palace and incredible work. How would you describe it to someone if it were changed or taken away? My wife, Kimberly, has been training for the Susan G. Komen walk to cure cancer. In the many miles she has walked around San Francisco, she always comes home with a comment about this great monument, the Palace of Fine Arts. I feel the same way about Hangar 1. To put things in perspective, Hangar 1 can be restored for less

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than the cost of an old F18 fighter. I'd love to see the cost of all the Navy folks' salaries, expenses since we started dancing to this polka. I guess we have a good down payment towards breathing life back into this beauty. Hangar 1 has been part of my life since I was wearing three-cornered pants and was surrounded by beautiful orchards full of oranges, cherries, strawberries, and other good things we now ship in from other places because of poor planning. But still, life was good. Even now I drive by Hangar 1 almost daily or at least fly by it on final to Palo Alto Airport. Force of habit has me greet the hangar every time I pass there, as I did this evening. Tearing down Hangar 1 or doing a Rube Goldberg fix will be another example of poor planning. I've always thought a few signs at both ends of the sides of the hangar as "Enter at your own risk" would have sufficed as a fix. That's what I did in my mother's kitchen. Please, no disrespect intended to those of you who don't drive cars, eat only organic foods, or married to a vegan. Life is full of choices. We all have to make our own choices. And based on the quality there, I would have chosen not to go to Beijing. I would have, however, chosen to have a company picnic in Hangar 1. I know if you wanted to find nasty stuff in other places, we could sure find it. We need to be taken seriously. Hangar 1 must live and prosper. Clean it as you will. It must look the same and, hopefully, feel the same as it did the last time I walked around it. One of our presidential candidates has been saying it's time for change. Let's change our thoughts, our mind sets, and direction. Give us back Hangar 1. Thank you.

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Jeff Segall

**Submitted Via:** Oral comment at public meeting

**Affiliation/Agency:** Save Hangar One Committee

**Comment 20G:** I'm Jeff Segall. I'm a resident of Mountain View, a member of Save Hangar One; and I am not Lenny Siegel, nor am I Jack Siegel. I'd like to thank the Navy for its change of heart in withdrawing the previous EE/CA and at least getting it partly right this time. I'd also like to thank the community members who have turned out tonight and have been so passionate for their support for preserving Hangar 1. Steve Williams already noted the unusual history here that instead of having — when the base was closed, it was turned over to NASA and not turned over to the community. So we've got three participants here: We've got the Navy, we've got NASA, and we have got the community, because the community was there before the Navy, and it will be here in the future. And we've also got NASA. So it was particularly interesting to me to see the NASA's official response to the EE/CA as it came out earlier today. I'll read it in part. Hangar 1 is a Bay Area icon and significant historical landmark that needs to be saved. We applaud the Navy's decision to remediate the structure so it no longer poses an environmental and health risk. We will continue to work closely with the Navy through the next step of the remediation process. So, you know, kind of parsing that a little bit, it kind of seems to me what NASA is saying is that the Navy's responsibilities do not end with just removing the siding and walking away. They look forward — I'll read that again: We will continue to work closely with the Navy through the next steps of the remediation process. I'd also like to note that the historic mitigation measures for Alternative 10 include \$14.910 million for other historic mitigation. We were provided no details on what this would entail. We need more information before the

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community can make an informed decision on this. The National Trust for Historic Preservation already noted that the ARARs include historic mitigation. The Navy's position is that making a CD and interviewing some people is historic mitigation. Who is to decide that? Certainly, the community is telling you here tonight that that is not adequate historic mitigation. I would just close by noting that Hangar 1 is a marvel of twentieth century technology in the South Bay's most recognizable landmark. It was a huge asset to our community in the 1930s, and with the right choices it can be again. Please give us back the hangar in usable condition. Thank you.

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** John Pastier

**Submitted Via:** Oral comment at public meeting

**Affiliation/Agency:** Public member

**Comment 21G:** I'm John Pastier. I thank you for the three minutes this afternoon. San Jose City Council only gave me two and cut me off in mid sentence. My deep roots in the region go all the way back to two years ago. So therefore, I don't have any of these great stories we've been hearing, and I certainly wouldn't be able to add to them even if I'd been here for a long time. I'd like to address a different issue, and that is the architectural and structural importance of this building. I'm an architecture and urban design critic. I was the founding architecture critic for the Los Angeles Times. My first article on historic preservation was written back in 1969. My most recent one was written yesterday for the Mercury, and it was about Mercury News, and it was about this building. I first wrote about the hangar back in 1976 when I was living in Los Angeles. It made that kind of impression on me. It was for a statewide article on great interior spaces around the state, and that was one of 10 or 11 buildings that I put on the list. It's — This is an amazing building. There's almost nothing like it. Yes, there's another one in Akron. The two later hangars here at Moffett Field are not up to this standard. The structure's amazing. The nature of the enclosed space is amazing. The sheer size is amazing. As I pointed out, the volume is roughly equivalent to that of the Empire State Building and Chrysler building put together. I tried to confirm that with the Navy, but they don't give me any return phone calls. So . . . I have lived around the country. And as I said, I am not local. But from the perspective of someone who's lived in New York City, upstate New York; Austin, Texas; Los Angeles; Seattle, and now San Jose, I can say with full confidence that this building is a national treasure. The amount of money that's being saved is minuscule. I wonder why this is not on the National Register. We keep being — hearing that it's eligible. I believe that the owners of a building have to initiate that process. I believe that it's the Navy or NASA's obligation to do that. If you did apply, this would be a slam-dunk to get National Register status. The money that you would be saving over Alternatives 2, 4, or 6 in total would come to 8 to 12 million dollars. Rather than equate that to minutes of the war, I'd say this: That's about 3 or 4 cents per capita for the citizens of the United States. I'm willing to give you a nickel and ask you to keep the change. Thank you.



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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Bill Hough	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 22G:</b> I also wanted to address some of the cost issues the previous speaker just touched on. If you look at the cost of Alternative 10 — I'm referring to PowerPoint No. 20 on page 10 of the packet. If you look at that number, it's \$41 million and as opposed to Alternative 4, which is basically 49 million. It's only a difference of \$8 million. And in the overall cost of things, you probably spend \$8 million on these studies and meetings and procedure. So really, that wouldn't be any big deal. When you're talking at a magnitude of 40 to \$50 million and talking about the way the government wastes money, what's another 8 million? It's chump change. But then some additional facts have come to light at this meeting that are not on the PowerPoint, and that's that there was a fabric option that was not analyzed as part of this chart. So I would like to see the fabric option cost as one of these alternatives, and that number could be significantly lower than the 40 million. And also was brought out earlier tonight that the Akron, Ohio, alternative, which would cost less than \$41 million; the Akron, Ohio, alternative needs to be on this chart as well. So therefore, I would say that based on this document, you cannot close it out and make a preferred alternative. You have to actually go back, reopen this chart, and come up with a correct number for the fabric alternative and a correct number for the Akron, Ohio, alternative and then reconvene the meeting and we'll see where the numbers cost out at that point. I see I have a couple minutes left, so I'll just give you an anecdote. In the early 1960s, the Pennsylvania Railroad was losing a lot of money, and so they decided to tear down their grand railway station at 32nd Street and 7th Avenue in Manhattan, and the community did not rally. They didn't really think this would happen. They just took the building for granted, and all of a sudden it was knocked down. People were shocked. And the positive thing that came out of this as that now when classic historic buildings are threatened, people get motivated, they come out, they fight to save them. And I would just like to add my voice to all the people at the meeting tonight we have to save Hangar 1. We have to make it usable. And I would agree that we want to make an aviation museum out of it. We have a P-2 and a P-3 in Moffett that are sitting there collecting bird turds. Let's bring them into the hangar, give them a fresh coat of paint, open them up to the students and show people what historic aircraft really are. Thank you very much.</p>	

<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Larry Ellis	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 23G:</b> Just real quick show of hands, who in the audience here lives in the South Bay? <i>(Attendees raise their hands.)</i> Okay. So one of the</p>	

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things I think that one theme that's been going on and on and on is: The hangar has a piece of our own social consciousness. It's been part of our history, and there's some reasons why that's been part of our history. Take a look at some of the photos from the 1930s of the valley, and you see two things in the valley. You see the Agnews campus and you see the hangar. Guess what, folks. That's the beginning of the valley, those two structures. What happens next? The Macon comes here. The citizens during the Great Depression took money out of their pockets to buy the property that the Navy used for the blimp and for that structure. What happens? The Macon goes away. But what happens next? The Navy takes their largest aviation squadron for the West Coast and locates it on the base. It just so happens if you go to Hiller, the Hiller Museum, you realize that at the same time, Stanford was developing wooden props for the Navy for advancing Navy technology. Guess what, folks. That's another beginning of Silicon Valley because that's the impetus or the incubus that causes all the companies to start to surround themselves around that hangar. There's no surprise that Lockheed was located in Sunnyvale. There's no surprise that HP was doing instrumentation for the space program. There's no surprise that Silicon Valley was given birth out of that particular spot, folks. So take a moment and think about your history and think about what is happening here, and realize that we need to tell our kids about it. One last comment. My dad told me about his experience. He's still alive. But as a child, he saw that 8—1/2-acre airship go over his head in San Francisco at 500 feet. Imagine the feeling in your heart as a child. So I think it's pretty, pretty important to me from a lot of reasons. So I'd like to see the Navy step up and realize it's part of their history too.

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Rocky Caringello

**Submitted Via:** Oral comment at public meeting

**Affiliation/Agency:** Public member

**Comment 24G:** My name's Rocky Caringello. I'm a former engineering director of Public Works Department NAS Moffett Field. I'd like to ask the Navy, in their alternatives here, is this still plus or minus 35 percent in your cost estimates, or are we getting down to real numbers yet? Has the ——? I'd like to ——. Has the Navy addressed ——? I don't think the Navy has addressed the following concerns adequately in their cost estimate in Alternative 10. Does the removal of the siding include the windows and frames? Will the beacon light obstruction light star remain in the same locations? Will the door pivot points and closure remain watertight? Is the Navy going to maintain the existing catwalk on the roof or replace it? If not, how will NASA maintain the structure lines? Will the elevator control room have a watertight enclosure constructed around it? Is the Navy going to protect the wood planks on the interior of the catwalks from the water damage? Will the train cars be removed? If not, how will the Navy protect them from filling up with water? Is the Navy going to construct roofs over the six high—voltage electric vaults and seal the concrete walls? Will the Navy replace the non-waterproof electrical conduits, boxes, panel boards, lighting with rain-tight materials needed to meet the national electric code? What is the Navy's plan to keep the rainwater from entering into elevator pits and the utility tunnels? How will the Navy drain the water from the hangar deck? I believe there's an executive order to preserve historical federal places in buildings. What is the mil spec on the thickness of the coatings that

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will be applied to the structure? Thank you.

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Pria Graves

**Submitted Via:** Oral comment at public meeting

**Affiliation/Agency:** Public member

**Comment 25G:** My name is Pria Graves. I live in Palo Alto. I'm here to add my voice to those requesting that the Navy take the extra step and protect the hangar not only as a jungle gym, but as a real structure. I want to borrow a concept from CEQA. I realize this is not a CEQA hearing. But CEQA talks about viewshed. This structure is visible from outer space. It's visible from any high point in the entire valley. It is visible from every airplane coming into or out of the Bay Area. Turning that into a jungle gym destroys a huge amount of what we can see, what we think of as our type of Bay Area. I think that's — it is an absurdity to me that this is "preservation," that this is keeping our history. I also want to have you think about a comment that The Nature Conservancy coined a number of years ago with respect to endangered species. They said we have to — and endangered environments. They said, "We have to protect the last of the least and the best of the rest." In this case, we have both the last or almost the last and a best. So we need to protect it. Thank you.

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Godfrey Bamgartner

**Submitted Via:** Oral comment at public meeting

**Affiliation/Agency:** Public member

**Comment 26G:** I am Godfrey Bamgartner. My presence in Mountain View predates the hangar by four years. We've all heard about our tight money problems. We know why. Still, fixing the hangar and keeping it, preserving it, is a drop in the bucket. When you stop to think that in Silicon Valley there's CEOs that walk away with \$15 million when a company is losing money, seems like we should be able to hit up some of these people around here in the rich Silicon Valley that when the Navy puts their money in there and fixes it, preserves it, that we can raise funds to make that a air museum and a radio and electronics museum for Silicon Valley.

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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Terry Terman	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 27G:</b> I'm sitting here taking notes. One point I wanted to raise was the whole question of when you take down the siding in Options 10 or also 11, you know, are you sure you're going to be able to containerize all the PCBs and asbestos during that teardown process, or do you get into the teardown process, all of a sudden find you got a big problem and you stop partway in the teardown? And then you've got a really ugly looking thing. One other important point that's been raised today, the \$7.8 million difference between recommended Alternative 10 and coating with acrylic is 19 percent increase in cost. It's small change compared with a lot of other things that have been preserved for more money than that in — of historic significance. We also have coming up the — I know Foothill, De Anza College, and U.C. University and the three other universities are planning with NASA to develop 70 acres that corner on the big hangar, and that will be involved education, research, high-tech industries, and housing with, they expect, over a billion dollars' worth of outside investment. This is the kind of money that's — flows around, and this is money aimed for 70 acres adjacent to the big hangar. It ought to be able to come up with money to do a decent job. And finally is the example of Akron, Ohio. How on earth can any of these 13 alternatives be considered the final list when none of them include what was done at Akron, Ohio, for 10 million? It's been done. It worked. They have a tenant moving in. It meets the necessary standards. And that really sticks in my mind from this evening is that absolutely we need a close study of what was done at Akron, and nothing means anything unless you're comparing it with what was done successfully at Akron. Thank you.</p>	

<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> James Lincoln	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 28G:</b> Try to make this as brief as possible. But some of you people want to thank the Navy. Well, I'm not going to thank the Navy. The Navy washed its hands not only of Hangar 1, but they washed their hands of Moffett Field. And this goes back to the CNO. I've already wrote him back East. You can tell him to stick it where the sun don't shine. I'm upset. Really upset. And NASA's the same thing. Ever since they took that plot of land called Moffett Field over, they found pollution from one end of it to the other. Yet, they've never done any environmental studies, sent out anything to say, Hey, maybe you should go see a doctor. Especially over in the housing, they found that that housing that they have condemned now, I know several families that have raised their kids since they were knee high to a grasshopper, and now we find toxins? I don't think it's adding up, and I think</p>	

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the real gist of all this between NASA and the politicians is: It comes down, people, it's a land grab. You get rid of the Hangar 1; you're going to go to Hangars 2 and 3; and you're going to put condos in so some rich son of a pup can park his airplane. That's exactly what it's about. And some of you men that served, like the captain over there and others that were in command, I'll tell you what. When I checked into my first VP in 1971, VP-46, if you've ever seen the movie K-19, well, the air crewmen there had standing orders that when we found a submarine, if it was to do something out of the ordinary, those P-3 crews were to crash into it. That hangar is a tribute to every man, woman, and person that either was in uniform or that worked on that hangar or supported it. And this is a sham, and you ought to be ashamed of yourself.

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Raymond Reck

**Submitted Via:** Oral comment at public meeting

**Affiliation/Agency:** President of Pacific Warbirds

**Comment 29G:** Well, after that I'm sure you wouldn't remember anything I say. My name is Raymond Reck, and I'm president of Pacific Warbirds. For those of you that have seen the B-25 down south, we're building a museum to restore 13 World War II and Korea aero — aircraft. I'm also here representing myself. And like many of the other people would have spoken and we've noted, I'm an ex P-3 air crewman. And I have a nice letter that I wrote that I was going to read into the record, but I gave it to them earlier; and there's a lot of brilliant people in this room that have said just about everything I had said. So I'm going to bring it down a short story, something that is close to my heart, because I wasn't sure I was going to have a heart. But on the way back from Vietnam, the crew of us decided to come home and visit our homes. About halfway across the pacific from Barbers Point, Hawaii, we start getting chips lights on the engines. Now, there's four of them on a P-3. You can fly without one; you can fly without two. But we had chips lights on three. Technically, we were supposed to shut down those engines. Little hard to fly on one. And since we were about halfway, it was a choice between going back to Hawaii or coming to Barbers Point or coming to Moffett Field. So we made the choice to come to Moffett, besides which we figured we'd get more engines here 'cause this is where the RAG squadron was. Well, we made it. But I want to tell you, the — like a fighter pilot finding a carrier on an ocean, when we saw Hangar 1, we knew we were home. We got there. We changed our engines. And this is strange, because I don't get too emotional about things. But that hangar needs to be re— — saved and restored and put in its original condition. Needs to be left where it is. It's an icon for all of us who served not only in the P—3 environment, but in the Navy on the West Coast. So I urge you, on behalf of my fellow aviators, my fellow naval personnel, the people that live in this area, those of us who believe in aviation in all of its forms, to restore the hangar. Thank you very much.

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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Paul Asmus	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> President and Founder of Humanitarian Air Logistics	
<p><b>Comment 30G:</b> My name is Paul Asmus. I'm the president and founder of Humanitarian Air Logistics, a newly formed nonprofit company which is interested in operating from Moffett. We have had ongoing discussions with NASA for almost a year now. We have been primarily talking to them about Hangars 2 and 3, but we'd be interested in Hangar 1 if it became available. I'd like to speak about from a different perspective that has not been mentioned here tonight; and that is as an operator, potential operator, out of the airfield, my understanding of the Navy's plan by removing this skin does create, as persons have described already, a large birdcage in a sense, a Motel 6, you might say, high-rise hotel for the local bird population and those that transit the area. Now, for those who work in aviation, you'll understand that birds and aircraft don't mix very well. And although you're solving one safety issue, removal and mitigation of the PCBs, you add — you are inadvertently creating a new safety hazard to airmen who operate in and out of the airport. Now, I believe that the Navy should seriously reconsider this option, especially since those of us who want to use the airport might think differently. And I also think that the Navy's Department of the Navy's Commander in Chief, who regularly uses the airport, President of the United States, would also appreciate not having to deal with a flock of birds every time as he comes in and out of here. So, you know, we talk about money being saved; but if there is an accident, heaven forbid, I'm sure the amount of damage, not only to loss of life, possible life of loss, but property will greatly exceed what you hope to save by leaving it as a skeleton. So just please for the record consider this option and go with a solution that leaves it covered and preferably in its current condition, or state, and for reuse. Thank you very much.</p>	

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<b>From:</b> Carl Honaker	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 31G:</b> Many of you know me. I'm Carl Honaker. I'm a member of the Save Hangar One Committee, founding member of the Moffett Field Historical Society, former NASA employee, and I was the last executive officer of Naval Air Station Moffett Field. When we met two years ago to talk about this, I was not only disgusted and sad that my former military service could be so callous to think that they could sweep the Navy's 70-year history at Moffett Field over with a bulldozer. However, through the efforts of all the people that are in this room and many others, including our elected officials, we were successful in getting the Navy to back down and go back to the drawing board. They realized that they made a big mistake. But now you come back with another disappointing and half—baked — I could use "half" and another word, but I won't — and disappointing effort. You</p>	

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should be ashamed. Matter of fact, if I was still in uniform, I'd order you to go back to the drawing board and try this again. You obviously don't get it. This building is more than a shell, more than a monolith, more than an icon. It is a visual anchor for not only the thousands of men and women who passed through the gates of Moffett Field over the last 70 years, but for millions of people in the South Bay who treat this building with reverence and passion. And those Bay Area residents know that this touchstone to this past needs to be preserved. And the Navy's responsibility, no matter how you slice it, is to fix this. You guys could be heroes instead of . . . whatever. So do it right. Go back to the drawing board. Come back with a solution. I don't care if it's a new metal skin. I don't care if it's a vinyl skin. I don't care what it is, whether it's coating. Great idea, Bob. I love that piece about what's going on back in Akron. Get it right and do it right and walk away proud. Thank you.

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Kurt Bohan

**Submitted Via:** Oral comment at public meeting

**Affiliation/Agency:** Public member

**Comment 32G:** I am Kurt Bohan. I live now in Milpitas. In '97 I lived in Alameda, and I witnessed a very deja vu event from this what's happening here. I watched the struggle to try to save the aircraft carrier Hornet, if you some of you know that history. It was very similar. The Navy wanted to scrap that ship, no matter what. It made no sense at all. It wasn't going to cost them any money to let the civilian nonprofit organization keep that ship going. But they did everything possible. It — but except for one person who led the cause to save it, Jerry Lutz. Jerry Lutz sacrificed everything he had economically to save that ship. Navy lawyers did everything they could to stop him. They threatened him. They told him that they would destroy him economically; he would never have another penny in his whole life if he didn't drop the cause. But Lutz believed in that ship, believed in the history behind it, and said no, he wouldn't do it. On a technicality, the Navy lost in court. The judge sided with the people, and the Hornet is safely moored in Alameda. My concern is that there's a similar method of operation going on, a decade later the same problem, the same disconnect, the same lack of logic, the same no explanation on why something which is so important, not just on a local or regional level, but a national asset that everybody from coast to coast should care about would be endangered, reskinning it, making it so it's not authentic. This makes no sense at all. My concern is that it's — we are heading toward another legal battle like the Hornet. But if we do go into another legal battle, we'll be at a great advantage because we have far more people; we have far more money in this community, and we have a just cause that people care about on federal level all the way back to Washington. I think if the Navy realizes that this community will not stop and will insist and use its resources, then we won't actually have to fight the battle. But it has to do with what message we send and what history we tell them we remember. And I guess I don't have too much more to say. Thank you.

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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Michael Makinen	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> City of Palo Alto's Historic Commission and former Historic Preservation Officer at Moffett Field	
<p><b>Comment 33G:</b> My name is Mike Makinen, and I'm a resident of the City of Palo Alto. I'm also on the City of Palo Alto's Historic Commission, and I'm the former historic preservation officer at Moffett Field. I think the words "government of, by, and for the people," I think we all recall those words in our government constitution. So I think the Navy better listen to the folks here who spoke tonight. I think they've been rather emphatic on what the people want. One of the things I want to clarify here, if it isn't already evident, Hangar 1 is a contributor to a national historic district. It also has all the qualifying attributes to be nominated as a national historic landmark, the highest level of recognition for historic properties. In my opinion, leaving a airframe will result in the loss of historic integrity and the eventual destruction of the hangar. The Navy's proposed solution represents undertaking with adverse effect, as defined by the National Historic Preservation Act, because the action will result in a loss of historic integrity to the hangar in the historic district that is associated with it. Just want to point out that if you take the total cost of the Navy's proposal and divide it by the square foot of the hangar, you come up with 125 bucks per square foot, a bargain under any economic analysis in the Bay Area for a building to return it to a useful state. The other point I want to emphasize is that the cost of lost opportunities has never been factored into the Navy's analysis. NASA, prior to the denial and lockdown of the hangar, used the hangar for a number of community events and also used it for leasing. The leasing income was used to defray the maintenance of the historic district, thereby reducing the cost of maintaining the rest of the historic district. So we've had programs such as Jason program for local school children, employments, Ames Research Center Earth Day programs, Baron's — Cattle Baron's Ball, and other events. All these events contributed to the community well-being and also offered a source of income to defray maintenance cost on the entire historic district. So that factor has never been clearly identified in any Navy analysis that I've seen. The other thrust that has not been recognized is a program called Executive Order 13287 "Preserve America" which promotes heritage tourism. Because of the lockdown of the hangar, NASA Ames has been unable to promote the intent of the executive order to engage in heritage tourism in the Bay Area. So the Navy needs to step up to its responsibilities and support the complete restoration of the hangar, not just a skeletal frame that's going to end in destruction. Thank you.</p>	



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FORMER NAS MOFFETT FIELD  
MOFFETT FIELD, CALIFORNIA**

<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Patrick Williams	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 34G:</b> My name is Patrick Williams. I am an Sunnyvale resident and a United States Navy veteran. I did not join the Navy and fly, but I was always amazed with those P-3s that just went flying overhead and occasionally just a big C-3 cargo plane coming into Moffett. Just amazing, you know. I instead ended up on a destroyer. I ended up following aircraft carriers. I ended up seeing the P-3s in action in West Bank. I found that this —— I —— I find it offended —— offensive that the Navy would consider tearing this icon down. This is not the Navy way. This is NOT the Navy way. The Navy has a proud history. This is a proud building. Please restore it. Please preserve it. Thanks.</p>	

<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Clyde Miller	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 35G:</b> I'm a over 20-year resident of Mountain View and still am. I'm impressed with what was said about the legacy and how many people have —— this has meaning for; and this is our legacy, as one of our recent speakers said. I want to call your attention, I came to the previous open meeting here some years ago and learned from two speakers here, who didn't know each other, that each of them had flown on a modern airship made by the same company in the same place in Germany that are one third the size of the dirigibles. And they had said that they were flying out of there every day, and they had been —— each of them had flown on this airship as a crew of two, one third the size of the original. The passengers are either 12 or 13. I got on the Internet and found that such a thing happened. They fly over the Italian Alps. They have half-hour flights daily, several planes, and they have hour flights; and they said: "Would you like to book a flight? We can't take you this week." And they were ready to take me and give me either a half-hour or an hour flight back whenever we had that previous meeting. And since then I've learned that they sold one of those dirigibles to somebody in Yokohama who flies every day for Mount —— towards Mount Fuji. I didn't contact them, but I had planned to fly to Germany, but I've learned now that there's a couple in Los Gatos who have a dirigible, one of the same dirigibles they're planning to actually going to fly up around Napa Valley, but they've asked, I think, to house their dirigible, their smaller dirigible, here at least part of the time. So I just wanted you to know that maybe you could have dirigibles again.</p>	

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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Arthur Schwartz	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 36G:</b> I'd like to thank the Navy, but I can't. First, the Navy by law has to carry out the program it has been doing. It's not their choice. They have to do it. So to thank them for doing something they have to do anyway just doesn't make sense to me. Second, instead of simply finding the best way to restore the hangar, they have now issued at great expense two faulty reports. While I've been a RAB member now for a couple of years, I was pleased to get a copy of the 453 page report, the EE/CA report, only to discover that 265 pages of it were devoted to reproducing the comments from the first meeting, which was totally unnecessary because this is a whole new study. Instead of including detailed cost estimates, detailed plans under the 13 options, they wasted so much space in the report on reproducing the comments from the first report. And no where did it say that the first report was voted down unanimously by the RAB committee, an important thing, because the RAB committee represents numerous agencies and cities and public citizens. For far less money, they could have simply copied the Akron experience with the sister hangar. In the 41 years we've lived in Sunnyvale, we have attended a number of air shows, which had tens of thousands of people attending around and inside Hangar 1. How can it be so toxic if that's the case? Finally, as a safety engineer, I have to say that I agree with the gentleman who talked about birds and jets not commingling, and to leave the hangar frame up is just going to invite a safety problem. So we must preserve the hangar. We must do it now, and we must stop studying the issue. We spent probably millions of dollars on issuing these reports instead of spending the millions of dollars on saving the hangar. Thank you.</p>	

<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Richard Eckert	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> RAB member	
<p><b>Comment 37G:</b> I am Richard Eckert. I'm a RAB member, and I want to thank Art for saying a lot of the same things I think. Now, I was an ex-Navy pilot, and I've actually flown into Moffett Field, and I am so upset that they want to tear down an extraordinarily unique building. There are two in the world like it, and we have one, and it can be saved, but they don't want to spend the money. And I think that is wrong, very wrong. And I would like to see the Navy change their decision and overhaul and save a very historic building. Thank you.</p>	

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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Georgiana Hymes	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 38G:</b> I'm Georgiana Hymes. I'm from Palo Alto, California, and I came to Moffett in 1947, and I've been in and out of here ever since. And about a year or a little more, I decided I would send an E-mail to Mountain View and Palo Alto and Sunnyvale and asked them what they're going to do about the hangar 'cause I keep up with America every day, and I get calls every couple days, every week or so. So I said, "Oh, what are you going to do about the satellite station, Monterey, and the hangar?" The hangar was first, because I saw so many things happen at the hangar. My kids, I have six, in and out, you know, and saw all the parades and all the things. And I showed President Clinton and on Moffett. So I said, Well, is there — and this is how the board was formed after, you know, I send this E-mail out, and I get my minutes from them every time they have a meeting. And I would like a right to say, I — a lot of these guys said exactly what I was going to say. I would like for you to restore the hangar. Restore the hangar. Nothing less. Do you know in Iraq what's going on? There are eight bases, and there's about 20 billion loss. If we just had one of those billions, wouldn't it be nice? So okay, Darren, and all the rest of you, don't worry about what Silicon Valley has. I have some Silicon Valley folks to get back to the Navy and said I didn't miss a single meeting that they gave us in the officers' club before they left. And I attend every one. And I'm expecting them to go back to the original, open up the base, put people in those offices and exchanging everything. Give everyone a pass that enters the base, and let them shop all they want to. Bring the sick veterans home, put them in the barracks, open up the infirmary, treat them like somebody. Right now I don't know what's going on, but everybody out of this country is treated better than we are. So I sent Darren an E-mail with a lot of things I'd like to see done, and I hope you follow through with it, because I will be here. If you need my help, just give me a call. Thank you.</p>	

<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Janet Hammerlund	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 39G:</b> I'm Janet Hammerlund. I'm coming to you as a mother, as a teacher of 48 years' experience, and as a traveler. First of all, I want to thank you guys. It's been a long day. You're staying here, and you're hearing a lot of negative news. That's always hard. But you know what, we really mean what we're saying. As a mother, I can remember taking Eric, who is now 37, to Lockheed a lot. My husband served at Moffett for a short while and worked at Lockheed for 32 years, I believe it was. We were able to see Hangar 1 very close up a lot of times. I've driven by it over a thousand times, I am sure, and I never once have not commented about that marvelous building when I've driven by it. As a teacher, I took nine students there one</p>	

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year on a weekend to see the air show. Those kids came back and talked and talked to the rest of class about it for the longest time and wrote about it and inspired a lot of discussions. That place has an amazing effect on people. Our kids today have been raised on special effects, and they think these things are commonplace. But they take a look at that hangar, and it is one of only two things that awe them as we drive by or go to it. The only other thing that awes today's students is the Flintstone house on Highway 280. I mean, they're — they talk about it all the time. I recently returned from Panama where I grew up. When we turned over the canal to the Panamanian government, we all knew the canal was going to fall apart. It didn't. They had preserved the buildings that we left along the canal zone and have improved them and are now using them for other purposes. They are being used as hotels and a luxurious resort, like Gamboa Rainforest Resort. They have been — They are used as places for tourists to go and see for museums, the Smithsonian Institute museums and things like that. Panama has used the artifacts that we have left the buildings — I should say that we have left to enhance their tourism ability. We have a beautiful structure here that needs to do the same with it. This is a Silicon Valley landmark. Please, it needs to be protected. I know you guys have to do what you have to do. I recognize that. I was raised around the military. Please take back our words. Thank you.

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Mark Otto

**Submitted Via:** Oral comment at public meeting

**Affiliation/Agency:** Public member

**Comment 40G:** Thanks for the opportunity. I'm Mark Otto. I wasn't going to do this tonight. I know it's late and we're tired, so I'll be brief. I'm an engineer. I have a couple of degrees. I'm a manager. I've got a degree in that too. I've worked in the DoD programs from time to time, and I've generally for all the people I've worked with in DoD and the various branches of the services found everybody to be on the up-and-up and to do their very best level-headedly at all times to try and do the right thing for the public. Recently in my job, I was faced with an end-way decision very similar to the one you're faced here with Hangar 1. That end-way decision I did my management thing: I rolled up my sleeves. I tore into the numbers. I did the financial analysis, the cost benefit tradeoffs, trade analysis, all the stuff you do as a manager, right? And I came to a conclusion. I took it to my boss and said, "See, isn't this great?" And he looked at it. He says: "Yeah, you got all the numbers right. Yeah, looks like you talked — took everything into consideration. But you know what, we're not going to do this." I said: "What? My team and I worked for months on this. Why would you not do this? You know, it's clearly got the best benefit." Well, you see, it's not politically correct. So what I want you to hear tonight, if there's any one thing you take away from this meeting, the number of people that came out tonight, the number of things that they said you could do with this facility, the intrinsic value of the structure itself, okay, as well as all the emotional value that's tied up in this community surrounding it, okay, is a very important factor in a decision. And so the takeaway tonight ought to be: It's not politically correct to tear it down. And it's just as bad, if not worse, to leave a skeletal structure. A skeletal structure, you see, will be a lasting memorial to bureaucratic incompetence. So please, do something with Hangar 1 and

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leave it in a condition where it's usable by the community that loves it so much. I think that's all I have to say.

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Carl Honaker

**Submitted Via:** Oral comment at public meeting

**Affiliation/Agency:** Public member

**Comment 41G:** I only used two minutes the first time. Just wanted to use one minute to tell a really good story. Not only was I fortunate enough to help run a couple of air shows at Moffett Field and enjoyed watching hot-air balloons go up and down inside the hangar and got a ride in one once, got on top of a hangar to reenlist sailors, done all the things you can think about, crawled inside and out of that building; but probably my most memorable event at Moffett Field in Hangar 1 was when I worked for NASA, and we held a NASA open house. And we hosted 225,000 of our local residents and neighbors who had never had the chance to come out and see the toys that NASA had. And a lot of those people had never been inside that hangar. And I distinctly remember we had a very dramatic opening ceremony. We had all the politicians and all the head muckety-mucks at NASA get up and say their thing. But the thing that was absolutely awesome to me was: We staged the opening of the doors to allow the public to come in and see hundreds of exhibits that NASA had put together. And when we opened those doors and watched the faces of those thousands of people standing outside who wanted to come in, and they were awestruck. For about 30 seconds, all they could do was look up. And I remember this one woman in her probably 60s who came in the door, and she was weeping. She wasn't just, you know, teary-eyed. She was weeping. And we said, "Are you okay?" And the story she told us that really touched all of us was that she had worked there in World War II when it was a blimp facility where they made blimps for their coastal patrol blimps during World War II. And she said she was afraid that she would die and never get a chance to come back in the hangar. And she was very, very thankful that we had done that, and that always stuck with me.

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Zoltan Szoboszlai

**Submitted Via:** Written comment on Comment Sheet

**Affiliation/Agency:** Public member

**Comment 42G:** There have been two bird strike incidents at Moffett Field in the last five years. One incident damaged a C-130 Air National Guard aircraft, and the other damaged a Navy transport. Both incidents involved multiple strikes and heavy damage to aircraft. If the framework is left standing without netting or fabric, the framework will become a nesting site for birds in general, and pigeons in particular. Leaving the framework is a great idea for historic preservation. However, a netting or fabric should be added to reduce the possibility of future bird strike incidents.

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Zoltan Szoboszlay  
6248 Blossom Avenue, San Jose, CA 95123

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** D.P. Williams

**Submitted Via:** Written comment on Comment Sheet

**Affiliation/Agency:** Public member

**Comment 43G:** This is an amazing building. This is one of only two buildings like it in the U.S.A. This historic building must be given the highest priority by the United States Navy.

As a United Navy Veteran, I find that this half-way measure is very offensive to me. Since when does the United States Navy do anything half-way? Please make Hangar 1 whole. Please restore Hangar 1 to its historical glory.

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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Unknown author	<b>Submitted Via:</b> Written comment on Comment Sheet
<b>Affiliation/Agency:</b> Public member	
<b>Comment 44G:</b> Save the hangar! The government wastes so much money on useless things. Why can't they spend the money to fix this?	

<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Jim Van Pernis	<b>Submitted Via:</b> Written comment on Comment Sheet
<b>Affiliation/Agency:</b> Member of the Save Hangar 1 Committee	
<b>Comment 45G:</b> I personally support Alternative 6, if and only if the proposed fabric enclosure covering solutions were deemed not to be feasible. I believe that the recurring cost for covering the hangar, as opposed to the Navy's Hangar 1 EE/CA recommended Alternative 10, over the long term will be a more cost-effective solution and help better protect the hangar's interior support structure from environmental degradation and ensure the viability of the Hangar for future community reuse. Perhaps some of the approximate \$9 million extra Hangar 1 EE/CA estimated cost of Alternative 2 or 6 (as opposed to Alternative 10) could be reduced if the optional Level 1 HAER documentation and the "Other Historic Mitigation" activities were minimized or eliminated as unnecessary, given that the Hangar itself is left standing and that the Moffett Field Historical Society already has adequate historical information. Also, the EE/CA Cost Estimate Table 5-2 notes 3 & 4 on the CD I received appear inconsistent with the alternatives. Kindly consider revising these notes to make them more clear. If Alternative 6 is accepted, why is the \$3,370,000 needed for other historic mitigation?  Jim Van Pernis 725 Sequoia Drive, Sunnyvale, CA 94086-8228	

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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Carolann Wunderlin	<b>Submitted Via:</b> Written comment on Comment Sheet
<b>Affiliation/Agency:</b> Founding Commander, American Legion Moffett Field 88/	
<b>Comment 46G:</b> The American Legion Post 88/ Moffett Field respectfully urges the Dept. of Navy's reconsideration for re-skinning Hangar One and not leave it to just the skeleton.	

<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Konrad M. Sosnou	<b>Submitted Via:</b> Written comment on Comment Sheet
<b>Affiliation/Agency:</b> Public member	
<b>Comment 47G:</b> The Navy messed up Hangar 1 with toxins. Now it is time for the Navy to clean it up and return it to the condition it was in. Removing the siding is only ½ the job. Konrad M. Sosnou 931 Trophy Drive, Mountain View, CA 94040-2944	

<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Joseph De Alejandro	<b>Submitted Via:</b> Written comment on Comment Sheet
<b>Affiliation/Agency:</b> Public member	
<b>Comment 48G:</b> Is it possible to have a decision maker appear here to tell us "Yes" or "No" we will save and restore Hanger 1? A real decision maker Secretary of the Navy Under Secretary of the Navy. Joseph De Alejandro 2049 University Way, San Jose, CA 95128	



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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Janis Moore	<b>Submitted Via:</b> Written comment on Comment Sheet
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 49G:</b> As a supplement to the letter I submitted this evening (8/26/08), I would like to add that the proposed “mitigation” (documentation, oral histories, CDs, collections and the like) is not considered by Historic groups or CECPA practitioners to be adequate historic mitigation to the loss of an historic resource or to irreparable damage to an historic resource which is what leaving Hangar One as a skeleton would be. Anything less than restoration would be a significant environmental impact to an historic structure, a national landmark. Once it is gone or irreparably damaged, it will never return to its full magnificence.</p> <p>Janis Moore 1306 Don Kirk Street, Los Altos, CA 94024</p>	

<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Mary Girodo	<b>Submitted Via:</b> Written comment on Comment Sheet
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 50G:</b> I advocate for restoring Hangar 1. It has an emotional impact for me when I first see it when returning home and flying into S.J. Airport – makes me feel “welcome to the Bay Area”, and “at home.” Although costly to restore, I believe good use of it could be made by turning it into an aviation museum, and that restoration costs would be recouped.</p> <p>Mary Girodo 7864 Belknap Drive, Cupertino, CA 95014</p>	

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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Joanna Street	<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 51G:</b> Thank you for the opportunity to comment on the Naval Air Station Moffett Field Hangar 1 Engineering Evaluation/Cost Analysis. As a licensed architect specializing in preservation whose childhood was spent in Palo Alto, I felt it important to try to understand the impact of the proposed project and provide my input. Hangar 1, because of its size and proximity to a major freeway, has influenced and continues to define the collective memory of an enormous number of people of all ages and backgrounds. It is my hope that the Navy will decide to implement a project that respects this awe inspiring structure.</p> <p>Of the five removal action alternatives narrowed down in the report I support Alternative 4 and I strongly oppose Alternative 11. Alternative 4 is certainly the environmentally superior alternative, in that it has no adverse effect on the historic integrity of the hangar and the historic district. It also appears to produce the least amount of waste going to landfill and uses the least amount of new material.</p> <p>It was not clear whether the Historic Mitigation sections in the report were written based on a separate document but I disagree with the finding that all of the alternatives would pose an adverse effect. In fact most of the sections describe actions that are in keeping with the Secretary of the Interior's Standards. The Standards allow and encourage the maintenance, repair and replacement of exterior siding and roofing. It seems to me that Alternatives 3, 4, 5, 6, 7, 8, 9, 12, and 13 could have little or no adverse effect on the hangar or the historic district. The only Alternatives that do appear to have an adverse effect are 1, 2, 10, and 11; and even Alternatives 1 and 2 could be made to be reversible. From a preservation perspective, Alternatives 10 and 11 are the least sensitive.</p> <p>I am aware that preservation is not the only criteria governing the project. Cost is always a critical concern. Each of the five alternatives included \$350,000 of historic mitigation fees which more than covers the scope of proposed mitigation work. However mitigations are not necessary for projects that do not have an adverse effect. Although it is not a big ticket item, removing mitigation fees from Alternatives 2, 4, and 6 makes them slightly cheaper. All of the alternatives also include the removal and preservation of the man-cranes. What would be the cost difference of leaving the cranes in place? There are also fees included under the name "other historic mitigation". It is not clear why both Alternatives 2 and 6 have an additional 3 million dollars for a color that should be incorporated into the cost of the material and not a separate line item. In addition, it is interesting to note that it would cost 14 million dollars to recover the Hangar in Alternative 10 but if the Navy does not intend to do it, why include it as a cost? Table 5-2 really needs to be revised.</p> <p>Finally, there appears to be a lack of coordination between the clean up efforts and future planning for the reuse of the hangar. If reuse of the hangar is dependant on some sort of siding being present then removing it would be counterproductive. The Engineering Evaluation requires further revisions and more information. Don't make a hasty decision based on limited evidence.</p>	

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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Gary Hinze	<b>Submitted Via:</b> Letter submitted at public meeting
<b>Affiliation/Agency:</b> Oakland Cloud Dusters Model Airplane Club (OCD), the National Free Flight Society, and the Academy of Model Aeronautics	
<p><b>Comment 52G:</b> I am Gary Hinze. I am a member of the Oakland Cloud Dusters Model Airplane Club (OCD), the National Free Flight Society, and the Academy of Model Aeronautics. I am here to express the interest of aero modelers world-wide in preserving Hangar One as an indoor model airplane flying site.</p> <p>Indoor model airplanes are light and delicate. They must be flown inside a building, protected from wind and turbulence. For example, the highest level of indoor aeromodeling is the F1D class. Limited to 55 cm wingspan, about 22 inches, weighing no less than 1.2 grams, a dollar bill weighs one gram, having a rubber strip motor weighing no more than 0.6 grain, using 1/64" square spars of 4 pound per cubic foot balsa wood, with 2,200 turns on the motor and a propeller revolution rate of once per second, these planes are capable of 37 minute flights. To achieve such performance requires a high column of very still air. They are so delicate that the wake from someone walking by quickly can destroy them.</p> <p>Until about 1997 we flew indoor model airplanes in Hanger One at Moffett Field. One OCD member told me that he had been flying in the Hangar for sixty years. I have been told that national and international records have been set in the Hangar. We were prohibited from flying there when toxic chemicals such as asbestos, lead and PCBs were found in the building.</p> <p>When the Navy left Moffett Field, it proposed to demolish the Hangar. Public comment changed that plan to removing the contaminated cladding and leaving the structural skeleton. It is better than demolition, but we couldn't fly inside it, the wind would go right through the open structure. Hangar One has the potential to again be an indoor flying site of national and international importance. I ask that the Navy restore the building to a condition that will permit continued use as a world class site for indoor aeromodeling.</p> <p>I submit copies of emails from OCD members who are unable to attend tonight's meeting, explaining the importance of aeromodeling in encouraging young people to take an interest in aeronautical careers. Encouraging such interests is important to our future national security and economic success.</p> <p>Gary Hinze AMA 29828 San Jose, CA</p>	

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<b>Written on:</b> August 15, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Segundo Zarate (Ding)	<b>Submitted Via:</b> E-mail submitted to Gary Hinze (Public member)
<b>Affiliation/Agency:</b> Public member	
<b>Comment 53G:</b> It would be like heaven for many indoor flyers to be able to use the wide space of the Hangar One enclosure. I would even sign anything to keep me from filing any legal complaints against any toxic effects on myself. This place is a modeler's dream.	

<b>Written on:</b> August 16, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Lou Jean	<b>Submitted Via:</b> E-mail submitted to Gary Hinze (Public member)
<b>Affiliation/Agency:</b> Public member	
<b>Comment 54G:</b> Very good. You can trumpet our local and national successes and the value of the hobby (kids in university studying engineering) and tell them that many kids become discouraged when their high-performance planes can't show what the true performance would be because they hit the low ceiling in the gyms available to us. Fine tuning for world-class performance is an exacting process. Another attraction for Hangar 1 is to invite the FAI to hold world championship indoor events in Mountain View - this would bring more hotel and restaurant business to the area. Many of the productive and innovative scientists that designed our aircraft, performed cutting edge aircraft research, and founded the US space program were model plane builders. All 9 whose names are on the Mercury spacecraft patents are model builders.	

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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Fred Terzian	<b>Submitted Via:</b> E-mail submitted to Gary Hinze (Public member)
<b>Affiliation/Agency:</b> Member Academy of Model Aeronautics (AMA), National Aeronautics Association (NAA), National Free Flight Society, Life Member Society of Antique Modelers (SAM) and Moffett Field Historical Society, SAM 21, SAM 27, Fresno Gas Model Association (FGMAC), Southern California Aero Team (SCAT)	
<p><b>Comment 55G:</b> To say the least, I am well aware of how historically important it is to save the hangar from destruction, or leaving it in an “open frame” state. Besides the obvious history of its usage, the hangar, and Moffett Field in general, was a “hotbed” of aeromodeling competition, going all the way back to before World War II.</p> <p>Carl Rambo, a founding member of the Oakland Cloud Dusters in 1937, provided me with movie film reels taken when the hangar still looked “brand new”, all in black and white photography. Although there is no sound, I recall seeing the Spark Ignition powerplants pulling up the models of that era in circular climbs flying to the east side of Hangar One. The hangar is almost always in view and provides a dramatic backdrop to these early contests.</p> <p>I also know that this was a “hotbed” of indoor actMty, especially during the Fifties and early Sixties. Many of our NFFS “Hall of Fame” Club members competed there and set indoor records that stood for years. Joe Bilgri, Joe Foster, Carl Rambo, Bob Meuser, John Lenderman, Erv Rodemsky, Manny Andrade, and many others come to mind. Joe Foster was a keen competitor and established records in handlaunch glider as well as microfilm classes of the day. Joe Bilgri was not only in the winners circles for years, but also wrote many indoor and outdoor construction articles in Flying Models, Model Airplane News and Air Trails.</p> <p>I provided a videotape copy of those early movie films to the Moffett Field Historical Society back in the early Nineties (I am a Life Member of that organization). Carol _____ was the museum director at that time and I gave her much background and articles of the aeromodeling scene during those Navy “heydays”.</p> <p>I would wish that many of the large high tech companies in the valley could provide the funding to re-skin this incredible building.</p> <p>As a youth always entranced with aviation items in general during the Fifties, I recall many times when we went down from Oakland along the east shore highway (Nimitz?) towards the south end of the Bay to head to our cabin in La Honda. At that time, I was always excited to see the Navy blimps parked or flying above Moffett Field, or some of the beautiful F4U Corsairs and early Navy Fighter jets. We lived in Oakland for nine years before I returned to Central America (El Salvador) in 1958.</p> <p>It is certainly hoped that with a lot of positive support from the community, and special interest groups to make this a “multi-purpose” use building, but</p>	

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leaving it in as much of it in its original state for what it was originally intended for (housing the large Macon/Akron type airships).

**Written on:** August 26, 2008

**Received on:** August 26, 2008

**From:** Janis Moore

**Submitted Via:** Letter submitted to the Department of the Navy  
BRAC

**Affiliation/Agency:** Public member

**Comment 56G:** I am a second generation Santa Clara Valley resident (my mother was born here). I remember when the valley was all orchards, and a beautiful place to raise a family. My grandfather was a friend of the then-Base Commander and got to go up in the Macon, when it was based out at Moffett. My grandfather had an apricot orchard along Evelyn Avenue and one year, because the pickers didn't come, the Base Commander sent over some sailors to help us harvest our apricots. I still remember the funny stories about the events that took place during that year's harvest. Our family always enjoyed the Blue Angels air show put on at the Base. In short, Moffett Field was a member of our community and a part of our lives.

Over the years, the valley has changed so much, and the saddest thing of all is how many of our historic resources have disappeared. Almost all of my favorite historic landmarks are gone, with, the exception of the structures out at Moffett Field, especially Hanger One.

I appreciate the Navy holding this evening's meeting to hear from the public about its plan to remove the siding from Hangar One and leave behind a 'skeleton. While, this is better than the previous plan to totally demolish this historic structure, I believe the Navy should do more to preserve and rehabilitate this historic, landmark structure. Hanger One is Mountain View's biggest historic landmark, an example of early 20th century technology and the South Bay's most recognizable landmark. It should be preserved and restored, complete w/new siding, for the current community as well as for future generations. It was a huge asset to our community in the 1930's, and with some community involvement today, it could become so once again. Please restore Hanger One and do not just remove the siding and leave it as a skeleton, exposed to the elements and subject to further decay. To me that sounds like the first step on the road to "demolition by neglect." Please, "Re-Skin Hangar One."

Thank you for the opportunity to comment.

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<b>Written on:</b> August 28, 2008	<b>Received on:</b> August 28, 2008
<b>From:</b> Alexander Price	<b>Submitted Via:</b> E-mail submitted to Darren Newton, BRAC Environmental Coordinator, BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 57G:</b> Having been born and raised in the Bay Area, I can truly look at Hangar One as "Grandpa." He's old and crusty and such a huge landmark, that to live without him, for this area, would be like living without the Twin Towers.</p> <p>It seems to me that all we are thinking about is how much it will COST us to keep Hangar One. Our thinking is all wrong. With all the runways and land there, we should consider building the structure into an International Airport. You may laugh, but consider that the operating rights for London Heathrow recently got sold for a huge dollar amount. With SFO being socked in with Fog much of the time and also not being able to keep up with capacity, there is a good reason for the airport. Reason #2...San Jose airport cannot handle a 747 because of its short runway. Hangar One being built on a military base has the basis for great security, the enormity of the runways can easily handle all the traffic both larger and smaller aircraft. The National Guard station there is another security feature. Best of all, the airport can be a revenue generator instead of a \$15 million dollar argument on whether or not to tear the historic structure down. Let's see some intelligent thinking happen and get the best of both worlds. The Silicone Valley could use another place for business travelers and tourists to land....and when they approach Hangar One, they will arrive in awe of how Grandpa looks...and when they leave, the last thing that they will see is a magnificent structure which represents strength, longevity and uniqueness that is the Bay Area.</p>	

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<b>Written on:</b> August 27, 2008	<b>Received on:</b> August 27, 2008
<b>From:</b> Steve Williams	<b>Submitted Via:</b> E-mail submitted to Darren Newton, BRAC Environmental Coordinator, BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 58G:</b> Slide 13, "Hangar 1 Siding Composition," has been a problem for several years. It is extremely confusing to everyone who encounters it.</p> <p>Primarily, the problem is that the exploded view seems to depict a vertical slice through the skin on the side of the hangar 20 or 30 feet tall, when it's really a cross-section of the skin. Simply moving the horizontal hash marks to the apex of the hangar would more clearly convey that it's a cross section. Also, the thickness of the hangar skin is grossly exaggerated and varies from ground level to the apex. It need not be to scale, but it should be a very thin line of the same thickness from each side right over the top.</p> <p>The color coding adds nothing to the diagram. It is meant to convey that most of the layers are present both inside and out, but most people simply don't notice the correspondence. Simply labeling the layers, with indentation to show the correspondence, would be far more clear. Make each of the layers the same thickness: Their relative thickness is unimportant in this context, and I doubt it's accurate anyway. Finally, the labeling should be much larger. From any distance, the only thing that's readable on the slide is "Hangar 1," and I think most viewers already know that part. I know you weren't involved in developing that graphic, but maybe your people would like to improve it, finally.</p>	

<b>Written on:</b> August 27, 2008	<b>Received on:</b> August 27, 2008
<b>From:</b> E. Denley Rafferty	<b>Submitted Via:</b> E-mail submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 59G</b> It is very important to many of us that Hangar One be the continuing icon that it has been for 3/4 of a century. Please make sure the Navy takes care of business by restoring the old and wondrous building to a toxin-free environment.</p>	



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<b>Written on:</b> September 2, 2008	<b>Received on:</b> September 2, 2008
<b>From:</b> Rick Callison	<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Mountain View citizen and member of SHOC	
<p><b>Comment 60G:</b> While I'm pleased at the trend towards preservation represented in this latest EE/CA report, I'm very disappointed that the efforts expended on Alternative 6 re-cladding weren't directed towards a viable fabric skin solution.</p> <p>Instead the Navy embarked on adding another layer of corrugated siding over the existing — adding weight to the structure, leaving the contaminated siding exposed to the interior which prevents public occupancy, and then rejecting the entire concept as not being historically accurate. I might also add that the 'Duro Span' product quoted in the EE/CA report is only found in prefab metal buildings as curved panels, while the 'Enduro' manufacturer quoted only makes fiberglass products, not metal. These glaring errors reveal a hasty and distracted investigation never intended for success.</p> <p>In short, Alternative 6 started life in lighter-than-air parlance as a 'lead balloon', and robbed fabric of due consideration. How much better to have made an honest investigation of the fabric solution we've presented so earnestly and repeatedly before, that</p> <ul style="list-style-type: none"> <li>• Reduces the skin weight on the original structure by about 90%.</li> <li>• Boasts an extended lifespan</li> <li>• Introduces light into the dark space</li> <li>• Can be likened to the airship designs of the past.</li> </ul> <p>While no solution is perfect, fabric is the only visionary, forward thinking, and practical concept presented so far, offering the following benefits:</p> <ul style="list-style-type: none"> <li>• It would introduce natural daylight into this glorious but cavernous, dark space - transforming Hangar One into a place where people would actually want to be. The same natural light would silhouette the elegant structure above, which is obscured now in near-darkness.</li> <li>• Similarly, interior lighting at night would transform Hangar One into a glowing lantern to markedly enhance its presence as a destination, and encourage its adaptive re-use as a public gathering place for conferencing or museum exhibits — or whatever.</li> </ul> <p>At the same time we have linked the use of fabric with historic references that were presented previously:</p> <ul style="list-style-type: none"> <li>• The structure's graceful arches come to it naturally, being derived from airship and hangar designs conceived by the most prolific airship designer in history, Karl Arnstein - the designer of the Akron hangar, the airship USS Macon, the airship USS Akron, and the US Navy blimps which served in the hundreds in World War II.</li> </ul>	

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- As such Hangar One's structure along with her Akron sister, even though firmly anchored to the earth, could be termed the closest representations of the old rigid airships on the planet. Therefore, the notion of a fabric cladding that mimics those historic airships is not farfetched, but direct and sensible.

I turn now to the Navy's recommended Alternative 10 stripping the skin: By comparison to fabric, the Hangar's naked skeleton to be left behind will simply be a lifeless artifact — except as a nesting aviary, and a guano farm on a grand scale. And stripping the interior of virtually all the ancillary features — stairs, catwalks, elevators and other features — will forever prevent restoring the Hangar some day to its original form and human scale.

In closing — At the time of Hangar One's construction it was technologically cutting edge, but served an airship program that was to end tragically. This did not come about due to any failure on the Hangar's part, for it performed its role beautifully. In going forward now, let's not inflict a lesser tragedy on this glorious, graceful giant - but instead be inspired by its future potential for success, a success signaled by its return into the mainstream of Bay Area life through adaptive re-use.

**Written on:** August 18, 2008

**Received on:** August 18, 2008

**From:** Georganna Hymes

**Submitted Via:** Letter submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 61G:** I would like to see Hangar One returned to its original form. I can't see why the Navy does not want to spend enough money to complete the job the way it should be. Please ask the Navy to do this. We are spending an awful lot overseas and very little here in America.

Please save the base for government use or private firms that do not bring too much traffic. The Army should be on the base plus any other units. Google is safe to stay. The Google Nursery should be on Moffett Boulevard near Middlefield Road. There is enough room there for a nursery and parking for pickup service. If this nursery were built on Moffett Field, it would create lots of traffic and new people every day. Therefore, Google should not build a nursery on it. We should not have any colleges on Moffett. This would also make it difficult to secure. Variety store, the gas station, and repair shops for everyone to shop that work on Moffett Field, and maintain the golf course.

Georganna Hymes  
140 Azalia Drive  
Palo Alto, CA 94303

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<b>Written on:</b> September 4, 2008	<b>Received on:</b> September 4, 2008
<b>From:</b> Libby Lucas, Conservation	<b>Submitted Via:</b> E-mail submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> CNPS, Santa Clara Valley Chapter	
<p><b>Comment 62G:</b> In regards to the Revision 1 of the Moffett Field Site 29, Hangar One, EE/CA, thank you for receipt of this document and for the public hearing on August 26. As my suggestions are sufficiently out of the mainstream, though I have brought them up at a previous RAB meeting, I will submit them again for the record in written form.</p> <p>It appears to be a deficiency in this EE/CA document that no consideration is given to biological remediation measures in regards containing toxic pollutants present in the structure and paint of Hangar One. Some data should be provided as to what effectiveness a 55-foot sod encasement of the base of Hangar One structure and a 45-foot sod apron around the structure, underlaid with french drain and underground collection system would provide in preventing migration of contaminants from the site.</p> <p>There should be no problem in this structure sustaining the weight of a blanket of sod, if one considers that the English encased their airplane hangars in sod in World War II for purposes of camouflage. As these structures are still standing they would provide research capability for vegetation absorption and evaporation.</p> <p>Vegetated berms and swales could effectively prevent stormwater from traveling off Site 29 to Site 25, the Eastern Diked Marsh/Stormwater Retention Pond/Crittenden Marsh complex or to Stevens Creek. And reciprocally, such berms and swales might be engineered to provide high water protection for Moffett Field.</p> <p>Biological remedial alternatives could be considered in conjunction with the recoating/repainting options that are being suggested by fellow RAB members and that seem to have been successfully used by Lockheed in restoring the Akron, Ohio airship facility to active use.</p> <p>The interior concrete of Hangar One could be resurfaced with 'green concrete' if residual contaminants are a concern, and the redwood ceiling and catwalk planks repainted, if stripping is considered out of the question. It would seem to me that a preferred alternative could incorporate some six or seven remedial measures.</p> <p>The basic premise would appear to be, in consideration of the public outpouring of concern for preservation of Hangar One, and from the perseverance of RAB, that destruction or stripping of Hangar One is not an option.</p> <p>Hangar One is an historical, national landmark, on a 1930's engineering par with the Golden Gate Bridge and not only is visible throughout the baylands of the South Bay, but marks Santa Clara Valley from outer space.</p> <p>It has exceptional critical public reuse capabilities, not only continuing as the National Guard staging area for fighting fires but possibly as earthquake</p>	

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and flood evacuation center for FEMA regional headquarters on site. The hangar design is the optimum structure for withstanding earthquakes and the airfield capability is unique.

Please return to the drawing board in reviewing restoration alternatives and provide viable cost analysis support data. Greater access needs to be given to professionals so that they can realistically bid on options. Thank you for the opportunity to comment on this EE/CA and looking forward to hearing results at the RAB.

**Written on:** September 3, 2008

**Received on:** September 3, 2008

**From:** Stephen Bryne, Associate Environmental Planner (Archaeology)

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Caltrans Office of Cultural Resource Studies District 4,  
Environmental Division

**Comment 63G:** Please save Hangar One. This structure is a landmark in the South Bay. Stripping the skin from the structure, or demolishing the structure, are not viable alternatives to saving the structure.

**Written on:** September 4, 2008

**Received on:** September 4, 2008

**From:** Thomas Wyman

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 64G:** Living as we do in Palo Alto, Hangar 1 at Moffett Field has been a long-time neighbor and familiar landmark. It housed the USS Macon a helium dirigible, 785 feet long and 146 feet high, until its loss in February 1935 in a storm off Point Sur and thus, is a constant reminder of this long-past era of aviation history.

The demolition of Hangar 1 is a one-way trip. Once it's demolished, it's gone forever. It is a uniquely immense structure that offers a rare opportunity to determine how it might alternatively be used. It need not be a military use. What commercial use could be made of this unique structure with its cavernous indoor space. The most powerful justification for retaining the structure would be to find a use that would economically justify its continued

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existence. Some truly imaginative ideas are needed.

Could it be used as a production facility for, say, aircraft or perhaps small marine vessels that could be railed to tidewater at the south end of San Francisco Bay? Alternatively, could it be used to house some major aircraft or space production project? Talk to Boeing, Northrop Grumman, Lockheed Martin.

How about a combination shopping mall, sports center and convention center? A hotel and housing could be constructed on adjacent lands.

A further possibility: how about an agricultural use with multiple levels or tiers each a cultivated agricultural expanse with artificial lighting and irrigation as required, perhaps using gray water? This would offer a year-round opportunity to restore some of Santa Clara Valley's long-gone agricultural production in an area where land prices have skyrocketed. Moreover, there is a ready local market for agricultural produce, a growing consideration as energy prices rise.

This is simply to say that the effort to save Hangar 1 requires imaginative, out-of-the-box thought. Once lost, the structure could never be duplicated. The challenge is to determine how its very uniqueness can best be employed.

Thomas Wyman  
546 Washington Avenue  
Palo Alto, CA 94301

**Written on:** September 7, 2008

**Received on:** September 8, 2008

**From:** Harold A. Marshman, Sr.

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 65G:** Just a line from a resident of South Weymouth, Ma. As you may be aware, my town was once a host to N.A.S. So. Weymouth, which had been a blimp base during WWII. The base, now closed, and being used for private ventures, once featured two massive blimp hangars, which dominated the landscape. While the base was still in operation, one was razed. and the other modernized. Eventually, in the 90s that hangar was also razed, and finally the base was closed. These hangars are unique structures, and there are few left in the world. It would seem that Hangar #1 would offer an opportunity to expand a Naval Air Museum, as I see there is a Moffett Field museum. Please reconsider the decision to strip the skin of this structure, or worse, raze it, and preserve it for future generations, who never saw or realized what a dirigible was. Are there not blimps in the San

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Francisco area that could be using this hangar for its original purpose?

Harold A. Mashman, Sr.  
Bayley Terrace  
So. Weymouth, MA 02190

**Written on:** September 8, 2008

**Received on:** September 8, 2008

**From:** Rick Maida

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 66G:** I'm writing regarding the effort to save Hangar One at Moffett Field. I am an AVP (assistant vice president) for the Academy of Model Aeronautics. In addition to all the obvious historical reasons to save this incredible building, it has been an unbelievable site for indoor model airplanes going back as far as 1937. These airplanes are extremely delicate and must be flown inside a building, protected from wind and turbulence. Until about 1997, we used Hangar One for indoor flight until we were prohibited because of toxic chemicals. The size of the hangar is ideal for free flight. Plus, just being able to stand inside this remarkable building is beyond words. As far as cost, please refer to URL [www.netaddress.com/tpl/Door/223YYKVEF/Welcome](http://www.netaddress.com/tpl/Door/223YYKVEF/Welcome). The same type of project is in Ohio. Please help save this historical site.

**Written on:** September 8, 2008

**Received on:** September 8, 2008

**From:** Ramina Gilyanna  
and letter from Dr. Joe Miller, Vice Provost Silicon Valley Initiatives

**Submitted Via:** E-mail and attached letter submitted to Darren  
Newton, BRAC Environmental Coordinator, Navy BRAC PMO  
West

**Affiliation/Agency:** University Affiliated Research Center, UC Santa Cruz,  
NASA Ames Research Park

**Comment 67G:** Per Dr. Joseph Miller, Vice Provost Silicon Valley Initiatives, attached is distribution of the letter from Dr. Miller to the Navy as a

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record of UCSC's comments on adaptive reuse of Moffett Field's Hangar One.

“The University of California Santa Cruz is pleased to comment on the EE/CA recommendations for Hangar One within the NASA Research Park (NRP) at Moffett Field, CA. UCSC along with Carnegie Mellon University, Foothill-De Anza Community College and Santa Clara University are partnering with NASA Ames in planning and evaluation to re-develop a portion of NASA Research Park into a world-class center for research and education including community housing and industry partners. This development, employing the most advanced conservation (green) technologies, will be located at the former Naval Station Moffett Field adjacent to the Moffett Historic District with its capstone of Hangar One. Our vision is to see this area of Moffett become an international model of innovative community development through use of green technologies and a showcase for revitalization and productive reuse of federal lands. Silicon Valley’s investment in the potential of this land began in 1932 with the gifting of the land to the Navy by Bay Area community groups. The future of Hangar One is pivotal to the plans for the successful development of NRP and to the community’s ability to realize the full potential of this land. In short, UCSC is a concerned stakeholder regarding the future of Hangar One.

For 76 years, Hangar One has dominated the surrounding landscape and been considered a community landmark. Its adaptive reuse, therefore, must be consistent with and supportive of the needs of the Bay Area community, NASA’s mission and the potential impact of new centers for research and education envisioned at Moffett. The Navy’s proposal to strip the structure and leave a bare skeleton subject to decay by neglect is simply not acceptable. We strongly recommend the Navy take appropriate steps to consider creative ways to recover Hangar One to insure its lasting structural integrity and public utility so the building is not only a paean to our history but also an icon of the future.

We also strongly recommend the Navy conduct more aggressive outreach to the community so that residents’ needs and visions can be appropriately incorporated into Hangar One’s revitalization and reuse. The Navy, in collaboration with the Bay Area community, has a unique opportunity to insure the Hangar, appropriately restored, becomes a significant community asset, while at the same time leveraging that asset by integrating it into the new innovative community being planned for the NRP. The Hangar’s location in the center of Silicon Valley, the most technologically advanced region in the country and the economic engine for the state and the nation, demands no less.”

Ramina Gilyanna  
University Affiliated Research Center  
UC Santa Cruz  
NASA Ames Research Park  
Building 19 – Mailstop 19-26  
Moffett Field, CA 94035

**Written on:** September 8, 2008

**Received on:** September 9, 2008

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<b>From:</b> Bob Moss	<b>Submitted Via:</b> E-mail submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> RAB Community Co-Chair	
<p><b>Comment 68G:</b> The analyses done, the cost comparisons for various options, and the selected remedial action are all seriously defective and do not adequately comply with the requirements for a full, careful, and informed study of all practical options to treat the contaminated siding in Hangar 1. It must be reconsidered and other options truly studied, and the costs of each option reconsidered so that a valid, cost-effective, responsive, and community-serving solution is identified and adopted.</p> <p>First, as I noted before, the cost comparisons presented in the EE/CA are inadequately detailed, and in several cases demonstrably wrong. A one-page summary is not a true cost estimate. Stating that the costs are based on proprietary information is not a valid reason for providing so little information that it is impossible to truly evaluate validity of the cost estimates and allows the chance that those providing the cost estimates pumped them up to allow more profit if they were awarded the contract. For comparison NASA provided a detailed cost analysis of hangar demolition in 2003. Comparing the NASA cost estimates with those presented by the Navy in 2006 showed gross errors in many Navy cost estimates, and resulted in a reconsideration of the demolition costs that ended up more than doubling them in the 2008 EE/CA. Claiming that the cost estimates are proprietary is unsupportable, especially if the origin of the estimates is not revealed just the cost assumptions, as was done in the NASA report.</p> <p>Second, for more than four years the Navy position on remediation of contaminated sites has been to do the minimum level of work needed to abate or mitigate the toxics and human health hazards at a level that satisfies Federal and local government requirements, but not to restore the sites or make them usable in any way. Restoration or acceptability for any future use is considered beyond the scope of needed tasks. This is a far more limited approach than was followed previously, and one that met with universal opposition by community members at the RAB Training Workshop of July 2004. There is overwhelming opposition to this attitude towards Hangar 1 by the community, by local governments, and by various State agencies. It is inappropriate to take actions such as Alternative 10 and leave a shell of the building in place with no plans or funding to replace the removed siding with a usable facility. The Navy must face reality and accept the firm requirement to provide a functional, useful structure, not a kit for someone else - anyone else - to put into useable condition. Alternative 10 is particularly inappropriate since NASA, another Federal agency, is the entity that will be saddled with the future cost of either enclosing the shell to make it habitable or demolishing it when weather and wildlife destroy the remaining structural integrity in 5 or 10 years.</p> <p>Third, the EE/CA dismissed potential alternative 14, silicone paint, because it was considered problematic that the silicone would adhere well to the temporary asphalt coating that was applied in 2003 as a quick way of preventing PCB and asbestos in the hangar walls from contaminating the Bay. It is true that silicone paint adheres far better to the original wall coating than the asphalt coating, but if removal of the asphalt is needed to allow silicone paint coating, that should be a valid alternative and given full consideration. The Navy applied the asphalt, and if presence of the asphalt coating inhibits application of another coating that will perform the needed functions of preserving and sealing the walls, then it is the Navy's obligation to remove that</p>	



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asphalt coating and restore the exterior of the hangar to a state where it can be coated and protected adequately. Fourth, and most important, the Navy continues ignoring the previous fully successful coating of the inside surfaces of the sister hangar in Akron, Ohio with epoxy penetrants plus white acrylic paint. Mr. Paul Thomarios of Thomarios Corp. performed that work for Lockheed last year. Before the inside of the Akron hangar was coated Lockheed tested 40 different systems, and found the epoxy penetrant plus acrylic coating to be the most effective. The epoxy penetrates and bonds to and locks in place the PCB in the walls. Remediation of the inside walls of the Akron hangar included a dual coating of the interior, sandblasting the floor and vacuuming the interior and removing 355 barrels of dust. Coating was done on an accelerated schedule of 10 hour days, 6 days/week over a 7 month period, so costs were higher than standard work would be due to overtime payments. The coating included removing the lowest 24 feet of the interior wall and replacing it with aluminum sheet. Presumably this cost can be avoided at Hangar 1. Total cost was \$12 million including the coatings, management oversight and sandblasting the floor and vacuuming up all dust and powder from the walls and inside of the hangar. There were no other costs for the interior coating of the Akron hangar. This cost of \$12 million is far less than the \$15.78 million shown by the Navy for interior abatement, demolition and coating the structure with epoxy for the recommended Alternative 10, or \$15.4 million for coating the interior with acrylic paint per Alternative 4. Alternative 4 includes \$300,000 to remove the internal offices and structures that interfere with coating the inner hangar wall. In Akron only the sheetrock walls closest to the hangar wall needed to be removed before the inner walls were coated. The office spaces up to two stories high remain and are used now. Indoor air samples over the past year showed that the coating of the inside of the Akron hangar was totally effective. The interior of the hangar is safe and usable. EPA agreed that the coating sealed the PCBs into the hangar walls and there is no toxic hazard from the coated hangar. As evidence of the safety and usability of the hangar, this month a long-range dirigible project will occupy and use it for high altitude dirigible construction and operations. At the end of the task Lockheed awarded Thomarios Corp. their Contractor of the Year award for exceptional performance coating the inside of the hangar.

Note that the coating system actually used successfully for the inside of the Akron hangar is an enhanced version of Alternative 4 which was found fully compliant, practical, and feasible. The reason it was rejected was the estimated cost of \$48 million. Actual experience with the Akron hangar shows this Hangar 1 cost estimate is unrealistically high. The EE/CA proposes pressure washing the Hangar walls, for \$1 million, far more than the vacuuming method used successfully in Akron. It also includes a cost of \$8.14 million for structural strengthening to support the load of the new coatings. Actual weight of the epoxy slurry plus acrylic paint inside the Akron hangar was less than 0.55 ounces/sq. ft. This structural support is not needed and the cost should be deleted from the estimate. Deleting pressure washing and structural reinforcement cuts the estimated cost of Alternative 4 to \$39 million, or less than the cost of Alternative 10, remove the walls at \$25.8 million plus \$14.5 million for a fabric replacement covering.

The Akron hangar is larger than Hangar 1; width is 325 feet vs. 308 feet for Hangar 1, and 212 feet tall vs. 198 feet tall for Hangar 1. Labor and operating costs in California may be higher than in Ohio, so that would increase the cost of coating compared with the Akron hangar by a slight amount. Exterior coating costs should be less than the interior since the outer structure is less complex than the inner structure. Both Mr. Thomarios and Alternative 4 assume that acrylic paint exterior coating would be applied directly over the asphalt coating. A reasonable estimate of the total cost to coat and seal the inside and outside of Hangar 1 with the epoxy penetrant coating that penetrates and seals the asbestos and PCB into the hangar walls plus

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polyurethane outer coating is \$28 million. Both the acrylic paint and polyurethane coating have minimum 25-year lifetimes. The EE/CA assumes recoating would be required after 10, 15 or 20 years. Since the coatings are guaranteed for 25 years it seems unlikely that such frequent re-coatings would be needed. After this sealing and coating the hangar would be sound and suitable for re-use and occupancy, with all historical aspects fully retained.

Mr. Thomarios offered to visit Hangar 1 and verify the feasibility and cost of these approaches at his expense. You rejected this offer because he is a vendor, and the Navy is not entertaining vendor bids. The Navy is not being asked to grant access to experienced professionals so that there can be a bidding event. The access was requested for the same reason members of the RAB requested and finally obtained access to hangar 1 for Linda Ellis - to provide useful information to the RAB and allow decisions on remediation of Hangar 1 to be made intelligently and based on real evaluations of cost, practicality, and potential problems. Apparently it was assumed that allowing Linda Ellis access to Hangar 1 with several structural engineers and other experts was not related to her proposal to coat the hangar with Teflon fabric. That is an odd assumption since it was clear to RAB members that she had that possibility as a primary concern. In fact the very useful information that she later provided to the RAB was on the feasibility of the fabric coating. The Navy is also a member of the RAB, so any clarifications, information, or informed and refined cost estimates are of equal value to all member of the RAB, including the Navy.

The EE/CA also omits any mention of opportunity benefits. If Hangar 1 is treated so that it is restored to a usable structure there are a number of real benefits, some of which are quantifiable. The historic building is preserved. NASA will have a usable structure with over 350,000 sq. feet of usable space. If only a part of that space is rented to one of the many organizations that already have expressed interest in occupying Hangar 1 there would be significant rental income. For example, Mountain View office space rents for \$3.27/sq.ft./month. Palo Alto office rents are \$4.65/sq.ft./month. In Sunnyvale offices rent for \$2.45/sq.ft./month. Taking a discounted Mountain View rate of \$3/sq.ft./month. Assuming only 200,000 sq. ft. of Hangar 1 was rented, the income would be \$600,000/month or \$7.2 million/year. Perhaps the Navy could reach an agreement with NASA to recover the \$2.2 million difference between the \$28 million that is assumed as the full cost of restoring Hangar 1 to usable condition and the \$25.8 million to demolish the walls and leave an unusable structural shell. This might be repaid with part of the rent NASA obtains from users of Hangar 1, maybe 10% or 20% of net rental income until the Navy recovers the \$2.2 million.

This alternative must be fully studied and seriously considered. It is apparently similar or slightly higher cost than Alternative 10 but a significantly lower cost than Alternative 10 plus placing a new skin on the bare structure. It eliminates the removal and need to dispose of the toxic siding, preserves the hangar, provides a structure that is functional and can be used for a number of community serving and revenue-generating operations. It is cheaper than the Navy estimate for Alternative 4 that is acceptable technically and functionally but was rejected for too high an assumed cost. Using a more realistic cost based on actual experience at the Akron hangar, it would be the preferred alternative. Mr. Thomarios submitted information on his work on the Akron hangar interior to the Navy, but it apparently was not considered. That must be corrected.

The Navy should set aside the Revision 1 EE/CA and not adopt Alternative 10, or any of the other 13 alternatives currently in the study, until a full study has been done on a new option based on the interior coating of epoxy penetrant sealant with acrylic white paint applied to the inside walls and either

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epoxy penetrant sealant with acrylic white paint or epoxy sealer and polyurethane sheet coating on the outside walls of the Hangar.

**Written on:** September 2, 2008

**Received on:** September 9, 2008

**From:** Bob Moss

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** RAB Community Co-Chair

**Comment 69G:** When we spoke last Friday about the request from Paul Thomarios about access to Hangar 1 so that he can compare its' interior with the sister hangar that his company coated in Akron you made some comments and raised some concerns that I tried to address, but may not have done adequately. Maybe I can do a better job of explaining things and satisfy your doubts about allowing Paul to have access to Hangar 1.

You raised concerns about having lots of people tour Hangar 1 and compared allowing Paul Thomarios to have access with requests from tourists or sightseers, and were concerned that allowing one group of people in would cause too many requests from others who were mainly interested in visiting the site, and were not serious about fixing it. That is certainly not true of Paul. His company completely coated the inside of the Akron hangar for \$10.9 million, including the cost of outside management and oversight of the project. They did a very good job, and were able to seal the hangar walls with epoxy penetrant over coated with acrylic white coating. This is an enhanced version of the EE/CA Alternative 4, Cover with Acrylic Coating, that was found to be technically and administratively feasible, practical, capable of retaining the historical integrity of the building, and capable of sealing in the toxic PCB. Mr. Thomarios is not a tourist or interested visitor, he is an experienced coating specialist with proven performance and success coating walls that appear to be identical to the Hangar 1 walls. Allowing him access to the inside of Hangar 1 is no different technically from the access granted previously to Linda Ellis when she was allowed inside as part of her effort to determine whether re-skinning the frame with the Teflon fiberglass fabric is practical. At that time the feasibility of the fabric coating approach was unknown, but Ms. Ellis still was granted access. In this case we have someone who worked with an alternative already identified as practical and acceptable functionally per the EE/CA. In addition the interior coating of the Akron hangar is verified as suitable since it will be occupied in a few days by a company that designs, manufactures, tests and operates dirigibles. It is unreasonable to prohibit Paul Thomarios from examining the inside of Hangar 1 because he is some sort of tourist or casual visitor. He is a professional in this area.

Another issue you raised is the cost of having so many people tour the inside of Hangar 1. At no time did I suggest that there would be any charges or cost involved if Mr. Thomarios is given access to the inside of Hangar 1. I don't believe I mentioned it, but he will be in San Antonio Friday morning, Sept. 5, and is available to tour Hangar 1 either the afternoon of Sept. 5 or Monday, Sept. 8. At no time did he or I ask for any payment or financial support for his visit. He will pay for his own air fare, lodging, food and other expenses. He is even willing to travel here Friday and stay over the weekend if he can get into Hangar 1 Monday. NASA will arrange all Hangar 1 access details. All they need is a call from you approving the interior tour

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by Mr. Thomarios. None of this will cost the Navy anything.

You also seemed concerned that there were problems with the interior coating done at the Akron hangar, and that EPA had issues with the work. There are no problems with the interior since it was coated and painted. The air inside the hangar was sampled regularly for a year and no contaminants ever were found. A company that builds, tests, and flies dirigibles will occupy it in a few weeks. EPA had no problems or issues with either the coating job or the contractor. Lockheed was so satisfied with the work done that they named Thomarios Company "Contractor of the Year."

You also seem concerned about reconsidering an Alternative that was actively considered in the EE/CA and rejected already. That rejection was based on comparative costs. As I have noted before, the 1 page cost summary in the EE/CA is inadequate and does not provide enough detail to truly validate the costs. It estimates \$15.4 million to acrylic coat the interior, \$7.3 million to acrylic coat the exterior, and \$5.1 million for management and administration. Thomarios Company actually coated the interior of the sister hangar in Akron for 1/3 less than the estimate, or \$10 million. Management and administration was \$0.9 million. Mr. Thomarios estimated the cost of epoxy sealant and acrylic coating the exterior as about 70 to 75% of the cost of coating the inside, or about \$7.5 million. Based on his actual experience, increased for the higher cost of operating in California, he estimated the cost of both interior and exterior coating to be about \$22 to \$24 million including management and administration at the same ratio applied in Akron. That is less than the estimated cost of removing the walls and leaving the structural supports, Alternative 10, at \$25.8 million. The major unknown in Mr. Thomarios cost estimate is differences in the interiors of the two hangars, and the probable need to remove offices and partitions in Hangar 1. The Navy estimate for Alternative 4 shows \$0.3 million for this office removal. That still leaves the remediation cost below more than \$1.5 million less than that of Alternative 10. One other significant cost element in the EE/CA Alternative 4 costing is \$8.1 million for structural support supposedly required due to the weight of the acrylic coating. No such support was required for the Akron hangar. Actual weight of the coating applied there is known, and can be used to determine whether the structural enhancements truly are required, or if their cost estimate is reasonable.

The best way to find out if Mr. Thomarios cost estimates and assumptions are correct is to allow him inside Hangar 1. I urge you to reverse your rejection last Friday of his visit and entrance to the inside of Hangar 1, and contact both NASA and Mr. Thomarios and approve his visit here either September 5 or 8. If any true comparison of cost and feasibility of various treatment alternatives is to be done it is essential that we have all possible knowledge and evaluation of these alternatives, including informed cost and feasibility studies by people familiar with the hangars, the coasting tasks and their solution.

**Written on:** September 9, 2008

**Received on:** September 9, 2008

**From:** Truman B. Cross, President

**Submitted Via:** Letter submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Oakland Cloud Dusters Free Flight Model Airplane Club

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**Comment 70G:** At the Hangar 1 Public Meeting on August 26, 2008, I did not hear your rank mentioned, so please forgive the possibly insulting Mr. Hangar 1 at Moffett Field is a classic landmark of Naval Aviation, and I am sure that no one would object to a large sign with the old (and wonderful) slogan: Fly Navy. Since the Navy has already budgeted funds for removal of the skin which could be replaced for about half of that amount, it seems strange that the Navy would not want to keep this marvelous building as a monument to those who served in Naval Aviation. Keeping one Carrier Task Force in harbor for another twelve hours would more than cover costs.

Truman B. Cross  
Oakland Cloud Dusters Free Flight Model Airplane Club  
624 South California Avenue  
Palo Alto, California

**Written on:** September 10, 2008

**Received on:** September 10, 2008

**From:** Timothy Kaminski

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 71G:** I work at Lockheed Martin in Akron Ohio. And I had some involvement with our PCB remediation project on the airdock .I am also a twenty-year member of the LTA society. I read with great interest the proposals to remediate Hangar 1. Maybe my input could help you. Lockheed had strong minds work this problem and a fellow named Brad Heim from Lockheed in Moorestown was the lead. His solution to the problem was to HEPA vac and coat the inside of the airdock with Sherwin Williams epoxy paint that penetrates the surface that it is applied to and encapsulates the PCB's. There was no need for structural modifications as the paint only weighed .53 oz/sqft. We also have two-story office areas inside. The drywall was removed on the outside walls thereby exposing the siding for treatment, no demolition was necessary. I spoke with Brad this morning and he said you could contact him for the finer points of his solution brad.heim@lmco.com The THOMARIOS co. had an ingenious rolling scaffold system at the top of the airdock and all areas were able to be accessed. I think the cost of the cleaning and coating was around \$12mil. That includes disposing of 300 55 gal. drums of swept up PCB dust and shot blasting and painting the floor. Another fellow that was part of the solution was david.gunnarson@lmco.com .He too could provide great input.

It would be a blow to airship history to have to dismantle this rare artifact from a bygone era. Removing the siding poses a whole new set of concerns. The PCB's would be introduced to the atmosphere unless some elaborate containment was erected. The cost of disposing of 12 acres of PCB contaminated siding would be great I assume. And exposing the electrical and mechanical system to the elements would render them useless. The

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electrical panels, lighting ballasts, motors are not designed to be exposed to the weather and would surely be ruined. The conduits may even fill with water. Coating the building would solve the health concerns. It only took the THOMARIOS co. seven months to complete this task and since all the problems encountered have already been solved the learning curve is complete and the process should run very smooth. Another thing to consider is future use of the building, as I am sure you are aware LOCKHEAD MARTIN is developing a HIGH ALTITUDE AIRSHIP and that hangar would be a likely west coast base for a future airship.

Timothy Kaminski  
timothy.kaminski@lmco.com.

**Written on:** September 10, 2008

**Received on:** September 10, 2008

**From:** Linda Ellis, Architect

**Submitted Via:** Letter submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 72G:** At the beginning of Great Depression, Bay Area citizens united and purchased the Ynigo 1,000-acre ranch and presented it as a gift to our national government. Renamed as Moffett Field, it became the site for the magnificent, iconographic Hangar One, our only Bay Area national landmark.

For those of us who live here, this landmark is a monument of who we are and what we have done. It is a celebration of our national patriotism for our military and aviation history and of our local triumphs in computer simulation, microprocessor design, and stealth innovation. The early technologies that inspired our grass roots effort to create Moffett Field and later attract NASA gave birth to Silicon Valley and ultimately changed our sleepy orchards of the past and us forever.

Now our landmark is in risk of being left defaced, unusable, and stripped of its historically significant features. The Navy's revised Environmental Evaluation and Costs Analysis, EE/CA, report has taken first steps to acknowledge the importance of this building and countless requests to restore our landmark; however, the People clearly and highly resolve to remain active and want the government to address our landmark's building challenge with an architectural solution.

As the EE/CA does not address historical mitigation, we challenge the Navy to address the historical value of this building. The National Trust for Historical Preservation states our landmark is locally and nationally significant and worth preserving. They listed Hangar One as one of the eleven most endangered places.

In addition to the direct impacts our landmark, the Trust cautions that the adjacent registered historical district is also at risk. In the Navy's July 25, 2008

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*“Assessment of Adverse Effects to the US NAS Sunnyvale California Historical District from the recommended Site 29 Removal Action Alternative Report”*, Tetra Tech, Incorporated also mentions the quality of the adjacent historical district would be adversely affected by the removal of the existing cladding from the hangar.

After studying the reports rendering of the hangar without cladding and the photos of the hangar when it was under construction, the rendering inaccurately reduces the visual impacts of the Navy’s recommended solution. The anticipated results are widely believed to be more detrimental to our landmark and Site 29 than the image delineates. Although the national attention calling for restoration of our landmark has just started this summer, regionally the Save Hangar One Committee has been getting stronger over the last few years. As of last June, the committee represents over 1,800 people who have signed petitions to restore the hangar and estimates between 175 and 200 people attended the Navy’s Meeting for Public Comment to advocate restoration.

This committee has also endorsed our volunteer team experienced in large projects and consisting of a principal from a large San Francisco structural engineering firm, two local commercial architects, and a project executive and senior estimator that work for an international construction firm. We are working independently of our firms to review the EE/CA on behalf of the RAB Committee and to present alternative ideas to restore our landmark.

In May of 2007, believing that any coating known at that time would create maintenance concerns for the Navy, and cladding the building with new corrugated metal might be too expensive, we presented a solution to preserve our landmark by removing the existing siding and replacing it with PTFE, architectural Teflon coated fabric. This solution remains to be visually exciting, environmentally sustainable, and procedurally practicable.

Our process and findings continue to be positive. The record documents review and field analysis proves the solution is viable. Many notable fabric-roofed buildings including the neighboring Shoreline Amphitheater and Denver Airport provide precedent. The solution is historically sensitive, emulating the airship construction of the USS Macon.

The solution is appropriate for the structure allowing natural light transmission, Class A fire resistance, 60-year anticipated longevity, and virtually no-maintenance. The feasibility level cost is reconfirmed and affordable. Many adaptive reuse ideas for a fabric structure have strong potential, and many public and private sector entities express their continuing interest to lease and occupy a renovated Hangar One. The EE/CA Option 6 appears to fall short of being a realistic effort to resolve the mitigation, recognize the community, and restore our landmark. The proposed siding manufacturer does not and cannot produce the material in the necessary profiles for our specific building, and this material has a short life expectancy. By placing the new fiberglass siding over the existing metal siding, this option does not mitigate nor encapsulate the toxins long term. It does not present a noble solution appropriate for our national landmark, and it limits the future adaptive reuse opportunities for our community.

The better approach for Option 6 should provide the detailed plan and costs for applying the same coating as completed by Lockheed Martin Company on the hangar in Akron, Ohio which also was constructed with the same Robertson Metal cladding used on Moffett Field’s Hangar One.

The Navy’s recommendation for Option 10 to remove the existing metal siding, then coat and leave the space frame structure exposed also needs amendment. The evaluation of only the removal and coating is missing specification and detailed requirements. For the proposed scope items, the option

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contains some line items that financially and feasibly seem reasonable and some that are questionable.

To evaluate if the Navy's Option 10 assumptions and findings are accurate, the detailed structural analysis, comparative systems information including the analysis of rejected systems, consulting structural engineer calculations and models, and cost data used in the preparation of this report are requested for review.

Option 10's removal the toxic cladding and coating the exposed space frame proposal would be improved by two detailed alternate skin options that fully enclose the structure and consider a new PTFE skin and an alternate option for a new steel corrugated siding.

To fulfill the Navy's obligation, we request the Navy prepare an addendum to the EE/CA that includes the complete engineering data, supporting cost estimates, and historical restoration measures. Moreover, the citizens request the revised EE/CA include the detailed options for Akron Hangar coating solution, new architectural fabric skin, and new metal cladding for the full historical renovation of Hangar One.

Linda Ellis  
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(408) 772-3289

**Written on:** September 11, 2008

**Received on:** September 12, 2008

**From:** Anne Urban

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 73G:** I strongly urge you to help preserve Hangar One. The hangar is an important part of Mountain View's history. It's a symbol of our early vision and efforts, and it gives me a sense of our place in history. It is the first landmark that was shown to me when I came to California. The hangar reminds us of a time which is now looked on with great affection, and that the military has a remarkable and admirable history. It makes me feel that the military is cool. With the diminished resources available now, we'll never be able to build anything as impressive. Demolishing it would destroy a link to our past and a feature which could never be replaced. I've been inside it, and it is a marvelous space. The building would make a fantastic site for a museum. Even if the building never housed anything, it would still be a glorious landmark. Thank you for your help in keeping the Bay Area a remarkable place to live and work.

Anne Urban



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[anne.urban@sbcglobal.net](mailto:anne.urban@sbcglobal.net)

**Written on:** September 11, 2008

**Received on:** September 12, 2008

**From:** Paul D. Asmus, President

**Submitted Via:** Letter submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Humanitarian Air Logistics

**Comment 74G:** I wanted to provide a written comment to my oral testimony in your recent August 26, 2008 public hearing on Hangar One at Moffett Federal Airfield.

Although we appreciate the decision of the Department of the Navy in not demolishing Hangar One, the proposed solution in leaving it a skeleton will in turn create a serious safety of flight hazard. This hazard will be caused from the many local and transient birds that will likely use the bare hangar skeleton as a home or rest stop.

Anyone who works in aviation knows that birds and aircraft do not mix well because when a bird strikes an aircraft not only does the bird lose but often times so does the aircraft, its passengers and even people on the ground. A glaring example of this happened in 1995 when a U.S. Air Force E-3 (Boeing 707) AWACS aircraft taking off from Elmendorf AFB in Alaska crashed killing all 24 crewmembers on board. It was later found that a flock of 31 Geese flew into the aircraft and caused two of its four engines to fail. The cost in human lives was a tragedy and one we do not want to see repeated at Moffett or anywhere else.

Please keep in mind that not only would my organization use Moffett Airfield but so would other tenants and even a regular visitor, the President of the United States. It is shortsighted and foolhardy to remove the siding off Hangar One and allow this historic landmark to become a pariah in order to save some money.

I implore the U.S. Navy to reconsider its decision and instead, ensure that the hangar is kept in a habitable state suitable for government sanctioned reuse.

Paul D. Asmus  
Humanitarian Air Logistics  
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<b>Written on:</b> September 11, 2008	<b>Received on:</b> September 12, 2008
<b>From:</b> Gary Hinze	<b>Submitted Via:</b> E-mail submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 75G:</b> I made a presentation at the August 26 meeting. At that time I was relatively new to the subject. Now I have had more time to do research and think about the project.</p> <p>I support the proposal by Mountain View City Councilman Jac Siegel to form a committee to develop a proposal to preserve Hangar One. It is not enough to just physically restore the building. It is necessary to have a plan for the future beneficial use of the building. A consortium of interested parties should be formed to identify beneficial uses and resources to preserve, operate and maintain the Hanger. This would include any modifications necessary to make the building useful for purposes other than its original purpose of housing dirigibles. It has had many uses for which it is uniquely qualified since dirigibles were no longer housed there. Many possible uses have been mentioned. I would add that Boy Scout Jamborees have been held in the Hangar, and Boy Scout Aviation Squadron 152 used to have model aviation and aviation ground school classes in the Hangar. No one of the interested parties could make it alone, but all working together can preserve the Hangar. I believe the National Park Service is the logical ultimate owner and administrator of the programs. The Moffett Field Historical Society has an obvious role within the NPS programs. The Hangar is also a unique location for a Navy recruitment program. Some of these uses would require modifications that I can understand the Navy would not feel required to pay for. Those users would have to understand that they would have to contribute resources for such modifications. But it is the Navy's responsibility to restore the basic structure of the building to make those uses possible and safe.</p> <p>The Navy drew this project's specification too narrowly. The Navy should revise the project goals to include partnering with the community of interested parties to find a way to restore the building and plan a program for its future beneficial use.</p>	

<b>Written on:</b> September 12, 2008	<b>Received on:</b> September 12, 2008
<b>From:</b> Rick Callison	<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Save Hangar One Committee	
<p><b>Comment 76G:</b> Last evening the Restoration Advisory Board and the public were given a very thorough presentation by Tetra Tech EC of the cost estimating process for the remaining five Hangar One alternatives. This included defining the scope and developing unit costs, an estimate for each Work</p>	

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Breakdown Structure, and a total project cost for each alternative — all with expert input, pre-qualifying bidders and obtaining multiple bids for each trade, detailed evaluation of bids, and so on. This was accompanied by assurances from the Navy that the estimates were accurate.

However, the Cost Summary at the end of the presentation noted that these “Costs are accurate within the EPA Guidance Range of —30% to +50%” — in addition to a 20% contingency hidden in the cost data. That contingency compounded by the extravagant Guidance Range, and the Navy’s refusal to disclose the actual Cost Range, casts a deep shadow on Tetra Tech’s vaunted efforts.

Having been close to the construction industry for some decades, I find the gulf and contrast between Tetra Tech’s painstaking costing process and the unexpectedly wide Cost Range could not be more striking. In the world of Construction, realistic Cost Ranges typically vary from +1-20% based on the conceptual design of a new building, down to +1- 5% based on actual construction documents. In practice the tightness of Cost Range that a contractor is willing to assign to their estimate is a sure-fire indicator of their confidence in that estimate.

In Hangar One’s case the Navy has an existing building with as-built drawings at hand, therefore one would expect about a +1- 10% range — and nothing near the EPA Guidance Range quoted above.

In short, until the actual Cost Range is disclosed to reveal Tetra Tech’s level of confidence in their estimates, the Navy’s assurances of estimate accuracy cannot be considered valid.

Rick Callison  
635 Sylvan Avenue  
Mountain View, CA

**Written on:** September 11, 2008

**Received on:** September 12, 2008

**From:** David Wingate

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 77G:** I believe Hangar One should be restored to usable condition. The alternatives -- to demolish the structure entirely, or to remove the hangar's skin and leave the skeleton -- would be a mistake. Hangar One has great value to the community and our country, not only as a historic landmark, but also for practical purposes that we can only begin to imagine at this time.

Please join the many Bay Area residents who want to preserve Hangar One, and do the right thing! Save Hangar One.

David Wingate,

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San Francisco, California

**Written on:** September 4, 2008

**Received on:** September 5, 2008

**From:** Clifford W. Flores, U.S. History Instructor (ret.)

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 78G:** My grandfather worked at Joshua Hendy Iron Works in Sunnyvale during the 1930's-1940's. My family's oral tradition states that he delivered the railroad carriages that carried the weight of the huge doors. My father was 13 when school was let out early so the kids could watch the USS Macon arrive. My dad said it was very dramatic to get the first glimpse of the airship as it came out of a cloud, and was amazed to see airplanes being launched/retrieved from it. We strongly support the idea of a museum being erected there to help preserve the history of the area both during the Great Depression and World War II. I understand the Navy just wants to strip off the old, toxic skin and leave the skeleton--that would really be a shame!

**Written on:** September 5, 2008

**Received on:** September 8, 2008

**From:** Bill Hough

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 79G:** This is a formal comment to the Moffett Field EE/CA. The EE/CA document recommends removing the Hanger 1 siding and coating the frame.

While this new recommended alternative is an improvement over last year's demolition recommendation, it does not satisfy the community's need to get a functional building out of the deal. At the public hearing on August 26, new information was presented about an acrylic coating on a similar hangar in Ohio, a promising solution that would leave a useful facility instead of a slowly-decaying skeleton.

Another alternative presented at the meeting but ignored by the Navy was to re-cover the Hangar with fabric, like the terminal at Denver's new airport. Although I prefer the Akron approach, both alternatives need to be studied before an informed decision can be made. There is no reason to rush this, as the 2003 asphalt emulsion had stabilized the building.

I urge the Navy to work with NASA, Mountain View and Sunnyvale to study these new options and find a way to return a usable building to the

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community. Take enough time to study all of the options.

Bill Hough  
435 North 2<sup>nd</sup> Street #221  
San Jose, CA 95112

**Written on:** September 12, 2008

**Received on:** September 15, 2008

**From:** Libby Lucas

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 80G:** Yesterday's, September 11, meeting of the RAB in regards EE/CA Revision 1 for Moffett Field's Hangar One was similar to the public hearing of August 26, in that eloquent public testimony in support of preservation of Hangar One in some semblance of viable historical condition was refuted with questionable scientific data.

I did not speak to the deficiency that I feel is paramount in this EE/CA, that is the complete lack of study of a bio-remediation alternative, because obviously upper echelons of the US Navy have no intention of going back to the drawing board for Hangar One's restoration for either historical preservation purposes or for reuse.

Most disturbing in the US Navy's choice of the preferred alternative of an erector set skeleton of Hangar One is the certainty, as was pointed out by a former Moffett Navy flyer, that this structure can not help but provide a super perch for birds. Situated adjacent to a National Wildlife Refuge and the San Francisco Bay marshes that constitute one of the most vital forage and refugia stopovers for birds of the Pacific Flyway, one does not need much imagination to foresee the increase in lethal bird strikes on planes using Moffett Field.

Everyone with whom I have talked after these hearings is sadly bewildered at this solution of the US Navy and quite disillusioned in the Service that they had previously been so proud of. My personal experiences with the US Navy in World War II were exceptional and can hardly bring myself to analyze this critical bunk.

In the comment letter that I submitted earlier, on September 4, I mentioned bioremediation methods that might be feasible for Hangar One. Phyto remediation with vegetation and engineered wetlands should be readily available in US Navy's lexicon of scientific research data, which is why I hesitated to get into specifics when first communicated with Navy RAB staff on this option over a year and a half ago.

However, since it is still omitted from any analysis or mention in this EE/CA's alternatives, I would like some sort of continuance for comment in order to attempt to ferret out applicable scientific data. In particular would like to find out design criteria for turf covered WW II hangars that still appear viable

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in English countryside.

The cost of bioremediation with natural organic material would be sufficiently economical that a long term maintenance trust fund could accompany such an alternative proposal and would still be half price of others.

Thank you for your continued diligence in incorporating our public concerns into Moffett Field's Hangar One, Site 29, remediation record.

Libby Lucas

174 Yerba Santa Ave.

Los Altos, CA 94022

**Written on:** September 12, 2008

**Received on:** September 15, 2008

**From:** Genese Phillips

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 81G:** I have lived in the South Bay almost all of my life. Hanger 1 is more than a landmark. It is part of the landscape of the Bay Area. Gradually more and more structures of our past are disappearing to make way for housing and high rises. What about preserving our historic sites for future generations to enjoy? I oppose tearing down or stripping the exterior of Hanger 1. Thank you for listening and considering preserving Hanger 1.

**Written on:** September 13, 2008

**Received on:** September 15, 2008

**From:** Valerie Bunnell

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 82G:** I'm writing you today to voice my opinion and concern over the future of Hangar One at Moffett Federal Airfield. I am asking the Navy to please reconsider it recommendation of Alternative 10, removing the siding and coating the interior surfaces as a solution for Hangar One. I was born in Mountain View, CA, and have lived in this area my entire life. Hangar One and the Golden Gate Bridge are the two most significant historical structures that exists in this part of the country. That may not mean much to people that do not live in the Bay Area, but for those of us that do, it does!

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The story of how Moffett came to be is one of great pride for someone who calls this place home. During the Depression of the 1930's, this local communities pulled together, sacrificed and gave when they really didn't have anything extra to bring the United States Navy to the Sunnyvale-Mountain View area. The citizens purchased 1000 acres of wetlands for \$476,065.90 and turned the property over to the Federal government for \$1 on August 2, 1931. That just amazing to me! It is this type of commitment, passion and drive that has always made this country so great. We were proud to welcome the United States Navy into our community. The Navy built Hangar One to house the gigantic airship U.S.S. Macon in 1932 on the land donated by our Bay Area communities. It is a monument to innovation and service, an icon of the Peninsula, and one of the world's largest free-standing structures.

Around these 1000 acres of wetlands grew technological industries that have change the world. The tax dollars generated from this community is very significant. Reportedly, Santa Clara County has over 75,000 millionaires that call this place home. It is those two reasons that the Navy's response to our community is so very upsetting. This community sacrificed to make Moffett Field and Hangar One possible. I know it's been over 75 years, but my family was one of those families. It does matter to us! Also, this community pays hundreds of millions of dollars in taxes to the Federal Government every year. The approximately \$15 million dollars we are arguing over to restore Hangar One for reuse are more than coved annually by the tax payers of this community.

On July 30, 2008 the Navy released its Engineering Evaluations/Cost Analysis (EE/CA). The EE/CA recommends Alternative 10, which is removing the siding and coating the interior surfaces. The National Historic Preservation Act and Superfund law require the Navy to re-panel the hangar as part of its cleanup. The Navy restored as many as 40 other buildings at the Moffett Field superfund site, and the only reason it was shirking its responsibility on Hangar One is the cost. I also believe that the EE/CA has left out some very important points. The EE/CA does not include the lost to the community. Hangar One would be a valuable asset when restored. NASA will also suffer a huge loss of revenue if the Hangar is not restored for reuse. Hangar One will generate millions of dollars in rental income to NASA and it will greatly serve our community. This is income back into the Federal Government pockets. It would more than pay for itself in just a couple of years. This is so ridiculous that these arguments have to be fought by taxpayers. This is a win win for everyone! This community has passionately spoken out with regards to Hangar One. We want the Hangar restored and reusable!

The other concern with the Navy's recommendation of removing the skin and leaving a skeleton structure, is that the structure will serve as a nesting area and giant bird house. The Hangar is next to an active Federal Airfield. Having a plane crash due to bird strikes is only a matter of time. This is not a small private plane airport; these are Federal aircraft, millions of dollars of aircraft belonging to all the US military branches. This is where Air Force One lands, this is where our Nation's Astronauts fly in to train. If one of these planes crashes, the financial loss would greatly exceed the cost of recovering the Hangar.

The \$15 million is such a small amount when you look at US Navy spending in general, or even other local restoration projects. For example, in 1999 the city of San Francisco spent \$293 million dollars on the restoration of its City Hall. In 1995 the San Francisco based Pacific Gas and Electric Co completed a seismic reinforcement work to its landmark headquarters building at the cost of \$178 million. Currently, the U.S. Old Mint, built San Francisco in 1874 restoration project is estimated at \$95 million. Looking at these and other local projects, \$15 million to give us back our most beloved Hangar One is not that unreasonable. The National Trust for Historic Preservation named Hangar One to its 2008 list of America's 11 Most Endangered

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Historic Places. Hangar One is a 20th century icon in our valley.

I am asking the Navy to please reconsider its recommendation of Alternative 10, removing the siding and coating the interior surfaces as a solution for Hangar One. Please fully restore this magnificent structure for reuse for future generations.

**Written on:** September 13, 2008

**Received on:** September 15, 2008

**From:** P. Andrew

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 83G:** The Navy's skeleton proposal for Hangar One at Moffat Field is short-sighted as well as comical. Hangar One should be fully restored.  
P. Andrew  
San Carlos, CA

**Written on:** September 13, 2008

**Received on:** September 15, 2008

**From:** Forrest McElfresh

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 84G:** PLEASE leave the dirigible hanger alone. It is harming no one. I object to spending money on questionable projects. Leave it alone for a future (hopefully wiser) generation to deal with. Question: would you strip the Statue of Liberty down to its framework if the copper sheathing was shown to be contaminating the surrounding water?



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<b>Written on:</b> September 13, 2008	<b>Received on:</b> September 15, 2008
<b>From:</b> Linda Walton	<b>Submitted Via:</b> E-mail submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 85G:</b> I think removing the hazardous coating on the Hangar One and leaving the steel structure open equivalent to owning a valuable antique car and leaving it parked in the backyard underneath an old tarp with the pieces spread all around. Nobody can enjoy it and it will rust away. The only way future generations will be able to enjoy Hangar One if it's usable. The only way it will be usable is if the structure is covered. Worse, I can see people climbing up the structure and rappelling down.</p> <p>I know I am just one voice, but please add mine to the many asking for Hangar One to be covered as part of the cleanup process.</p>	

<b>Written on:</b> September 13, 2008	<b>Received on:</b> September 15, 2008
<b>From:</b> Gayle Frank	<b>Submitted Via:</b> E-mail submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 86G:</b> Here are my comments on your latest EE/CA for Hangar One at Moffett Field. Hangar One at Moffett Field is an icon for Santa Clara Valley. Many citizens regard the history and magnificence of this structure as an important part of our past to savor and a significant tool for education in the future. Nationally it is recognized as one of the few artifacts we have left from the era of great rigid airships. The National Trust considers this structure so vital that it is listed on their Americas 11 Most Endangered Historic Places. The lush history of this hangar not only tells the story of the airships, but also Hangar One reminds us of the bravery and determination of our military personnel during World War II and beyond.</p> <p>The awe from children and adults when they first enter Hangar One is a unique experience. The Hangar must be preserved to become the Bay Areas most interesting tourist attraction. Suggestions for a Space Museum, a Navy or Military Exhibition, a Smithsonian West, or an Educational Center are only a few of the exciting possibilities.</p> <p>Please, please, venture out of the box and be creative. There are ways of restoring this Hangar. Akron, Ohio did it, so why can't it be done here in Silicon Valley? Has the Akron Hangar restoration projects been investigated? And I see no reference to the proposal for a Teflon coating (similar to the Shoreline Amphitheater). Has that process been studied? The structure without a covering would only become an eyesore and require eventual</p>	

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demolition. The maintenance for the Hangar without the skin would be expensive and difficult. Tearing off the skin and leaving the metal frame exposed to the elements just doesn't make sense and is illogical. On alternatives #5 and #6, I find it ironical that you mention the fact that the color of the siding might not be the same color as the original siding and would not meet the Secretary of Interior's Standards. Yet it doesn't seem to bother you that leaving just a metal frame would be a much greater alteration. You even go further to say the Navy would "coat the steel frame with a protective coating, the color to match the original siding to minimize the visual changes". This is ridiculous! The Hangar without its siding would be an eyesore and so visually changed that it would be an affront to the citizens of the Bay Area and it would leave the Historic District in a ludicrous state. History will not be kind to the Navy if the Hangar is left to rot, erasing our significant early technology and military history. Take the high road and make Hangar One a momentous structure the Navy can be proud of.

Gayle Frank  
1117 Norstad St.  
San Jose, CA 95128

**Written on:** September 13, 2008

**Received on:** September 15, 2008

**From:** William Gere

**Submitted Via:** Letter submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 87G:** Attached please find my letter in support of the complete restoration of Hangar One. As a lifelong resident of the San Francisco Bay Area, I feel this should be a high priority.

I grew up in the shadow of Hangar One. Each day I would look at this magnificent structure and be awe struck by the awesome power, creativity, and accomplishment that it represents. It inspired me as a young boy, and still does when I gaze upon it from the "dish trail" in Stanford, some six and a half miles away. Hangar One is no less important an icon than the Golden Gate Bridge, the St. Louis Arch, or the Empire State Building, and it deserves to be preserved. The "skeleton" vision proposed by the Navy, while it may be well intended, fails to protect, maintain, and honor this important part of our nation's history. Any solution must ultimately satisfy three goals. First, the toxic remediation, second, the structure must retain the visual look and feel of the original, and third, the hangar must be utilized for an aviation purpose. Regarding the first point, all proposals will remediate the toxic presence. As for visual appeal, covering with modern plastics, recycled materials, or even polished titanium, as some have suggested, fail to retain the original look and should be discarded. Our desire is not to create a new icon, but to renovate and preserve our history. Third, suggestions for future use as a conference center, museum, and even a water park should be passed over as they divert the hangar from its place in history. The removal of the exterior of the structure serves to drastically change the nature, use, and appearance so that it is no longer a hangar. If the exterior of the Statue of Liberty were removed

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it would no longer be a statue. In conclusion, the Navy has taken the first steps in addressing this situation, and must now continue to work through the alternatives and reach the goal of complete restoration of Hangar One. Thank you for your consideration and continued support.

William Gere  
389 Margarita Ave  
Palo Alto CA  
831 224-3645  
wgere@hotmail.com

**Written on:** September 13, 2008

**Received on:** September 15, 2008

**From:** Jean Wilcox

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 88G:** This is to let you know that I am a very close neighbor of Moffett Field and Hangar One, and I am not in favor of keeping Hangar One; in fact I would like it torn down and removed.

My reasons are several; firstly, it blocks our view of the Bay. As a bird lover I am distressed that pollutants such as PCB are washing off the building, polluting the nearby marsh and contaminating the soil.

Hangar One is an ugly, derelict, decaying building that has had it's day. I don't want the Navy to spend anymore money on it expect to remove it, and deal with the contamination of both the air and soil.

**Written on:** September 13, 2008

**Received on:** September 15, 2008

**From:** Cruz Romero

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 89G:** I ask that you fight to keep Hangar 1 open so young girls and boys can build and fly model airplanes in it. It is a proven fact that model airplane building helps to develop in children self-discipline, creativity, problem solving and Godly character. Hangar 1 would provide an environment

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in which the noble craft of model airplane building would be displayed for all to experience its beauty and wonder for years to come. Thank you, sir, for all your help.

**Written on:** September 13, 2008

**Received on:** September 15, 2008

**From:** Jane Horton

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 90G:** Leaving the structure exposed for birds to roost and degradation to occur is not a solution - as you content, the contamination is removed, but the structure is left unusable.

One more voice telling the Navy to please not leave just a skeleton, but to leave Hangar One as a covered structure.

Jane Horton  
350 N Whisman Road  
Mountain View, CA 94043

**Written on:** September 13, 2008

**Received on:** September 15, 2008

**From:** Ellen Haffner

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 91G:** Please, please see that the Moffett Field historical hanger is restored to a useful memorial for our area. I have lived here 50 years and always noted Moffett history, and we citizens need our history to direct us in the future. Do not just leave an ugly skeleton---give us a finished building of which to be proud.

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<b>Written on:</b> September 13, 2008	<b>Received on:</b> September 15, 2008
<b>From:</b> Jeanne Anson	<b>Submitted Via:</b> E-mail submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 92G:</b> At the public Meeting on August 26, 2008, I learned the Navy's solution to Moffett Field's Hangar I environmental problem, and was shocked. This monument to aviation should be preserved in a way that can be shared with the generations of Americans for at least another 60 years. And knowing that the twin Hangar in Akron has been restored for less than the cost the Navy has put into all the studies conducted over the last few years is rather disheartening. It is my hope that the Navy will look into a solution that will leave Hangar I intact to be used by the community that loves it!</p> <p>As an aviator that has flown my aircraft within the walls of Hangar I, I do hope that Hangar I will be restored.</p> <p>Jeanne Anson Morgan Hill, CA Hot Air Balloon Pilot, commercial</p>	

<b>Written on:</b> September 13, 2008	<b>Received on:</b> September 15, 2008
<b>From:</b> Michael Makinen	<b>Submitted Via:</b> E-mail submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 93G:</b> I wish to comment on the Navy's proposed plan to remove PCB and other contamination from Hangar One at Moffett Field. The Navy's proposed solution is incomplete and inadequate. Removing the contamination, including the siding material and leaving a frame will render the hangar as useless for future adaptive reuse opportunities. When NASA agreed to take over the US Naval Air Station Sunnyvale National Historic District in 1994 from the Navy, the expectation was that the property, including the hangar, could be reutilized. NASA invested heavily in a development plan that included Hangar One as a resource for a multiple number of programs. These programs included community outreach for local school children (the Jason project), earth day events, NASA open house for the community, air shows, aerospace and technology conferences, heritage</p>	

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tourism development, short term rental of the hangar for corporate events. Income rent received from many of these events was applied to defray the maintenance costs of the entire historic district. When the hangar was put into a state of lock down in 2002, NASA was denied the opportunity access the hangar and also the stream of income that was previously available to maintain the entire historic district at Moffett Field. This loss of income represents a "cost of loss opportunity" that NASA has suffered as a result of a defective property that the Navy conveyed to NASA in 1994. NASA is due compensation from the Navy for this loss of income and also for the other impacts that have resulted from the Navy's inability to bring resolution to this problem in over the past 6 years. This factor was not included in the Navy's Engineering Evaluation/Cost Analysis (EE/CA) report.

The Navy has not complied with substantive provisions of Section 106 of the National Historic Preservation Act with the solution currently being proposed. The Navy is not restricted from funding the residing of the hangar under provisions of the Comprehensive Environmental Response, Compensation & Liability (CERCLA) regulations, a fact that the Navy is on the record for confirming. The Navy has chosen not to reside Hangar One as a decision of preference. By not returning the hangar to a state where it can be adaptively reused, the hangar will be left in a condition that will quickly degrade the unprotected hangar structure from weather and birds. The end result of this incomplete solution will be the decay and destruction of the hangar. The Navy's actions will result in a total loss of historic integrity of the hangar. Loss of historic integrity is an undertaking that does not conform to substantive compliance with provisions of the National Historic Preservation Act. Substantive compliance with the NHPA is required by the Navy under the authority provided by CERCLA for resolving environmental contamination issues associated with national historic districts.

Michael Makinen  
851 University Ave.  
Palo Alto, CA 94301

**Written on:** September 13, 2008

**Received on:** September 15, 2008

**From:** Jeff Segall

**Submitted Via:** Letter submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 94G:** My comments on the Revised EE/CA for Site 29 at Moffett Field, Hangar 1, are focused on two aspects of the preferred alternative, Alternative 10 without full historic mitigation. The first comment concerns how differently the Navy appears to believe its responsibilities are for Hangar 1 compared to the other sites at Moffett Field that I am most familiar with, Site 25, the Eastern Diked Marsh and Stormwater Retention Basin and Site 27, the Northern Channel. Both Sites 25 and 27 involved the CERCLA (Superfund) process because both Sites were contaminated with chemicals that posed a threat to human health and/or the environment. In both cases, the proposed cleanup actions were designed to eliminate the threat or reduce it to a less than significant level. This is very similar to the Navy's proposed remedy for Site 29. However the critical difference is that for Sites 25 and 27, the

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proposed remedies included significant and presumably costly restoration measures necessary so that the sites could be beneficially used or would allow for their reasonably intended future use.

For Site 29, Hangar 1, the Navy has taken the position that it is not obligated to restore the Hangar because that involves reuse and reuse is not its responsibility. It is hard for me to square that stance with the Navy's admirably planned and executed restoration of The Northern Channel, Site 27. Nor does this seem consistent with the Navy's plans to restore Site 25, the Eastern Diked Marsh, to a cleanup standard consistent with tidal wetlands, which is *the reasonably anticipated future use* for at least a portion of that Site.<sup>1</sup>

It seems clear that the Navy could have saved money on its remediation of Site 27 by just trucking away the contaminated soils, leaving the Northern Channel a mess, and maintaining that making the Northern Channel useable for removing water from Moffett and suitable for wildlife habitat was a "reuse issue" and therefore NASA's responsibility. Why is the negative impact of the Navy's proposed remedy, leaving the Hangar as a skeleton, on the reasonably anticipated reuse of Hangar 1 as an Air and Space Museum, as is clearly documented in the public record, less relevant than the anticipated future uses of Sites 25 and 27?

It is hard for me to escape the conclusion that the difference in how reuse is being considered by the Navy for Site 29 as opposed to Sites 25 and 27 has less to do with the facts involved in each site or the applicable laws but instead is simply a matter of money and what the Navy believes it can get away with. This being the case, the Navy should be honest and state this clearly. However, it would be useful to know what criteria the Navy uses to make that judgment.

The theme of hidden judgments about costs comes up again in my second comment, which concerns the Navy's repeated statements that the preferred Alternative 10, without full historical mitigation, complies with all Applicable or Relevant and Appropriate Requirements (ARARS). These ARARS include the National Historic Preservation Act and the Secretary of the Interior's Standards for the Treatment of Historic Properties. The Navy's position is that its requirements for compliance with these historic preservation regulations extends only to preparing a Level 1 HAER documentation, taking oral histories of Hangar 1 workers, a virtual tour CD and cataloging items in the Moffett Field Historical Society, as well as "consulting" with the Advisor Council on Historic Preservation (ACHP) and the State Historic Preservation Office (SHPO).

Consulting with the ACHP and the SHPO are clearly regulatory requirements. However, why the other actions described in the EE/CA as historic mitigation (the Level 1 HAER documentation, etc) constitute sufficient compliance with the historic preservation requirements of the ARARS while full restoration of Hangar 1 is not required under those regulations is not spelled out in the EE/CA.

However, what appears to be a clue for the Navy's rationale is given in Table 5-2. The historic mitigation that the Navy is recommending is estimated to costs \$350,000 while the historic mitigation that the Navy is not recommending is estimated at \$14.9M. Given the lack of any other information on why one set of actions is recommended and the other is not, I can only conclude that the sole criterion is cost. Clearly, the Navy considers its obligations under these historic preservation ARARS to extend to \$350,000 but not to \$14.9M.

Again, this should be stated plainly. Moreover, the judgments used in making this determination spelled out to the public, which is being asked to accept

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the Navy's reasoning on this matter that directly impacts it. Does the Navy consider the estimated \$14.9M cost of full restoration prohibitive, or just inconvenient?

In closing, I commend the Navy for reconsidering its initial recommendation to destroy Hangar 1. I also appreciate the opportunity to comment on this EE/CA, and look forward to the Navy's working with NASA and members of the community in restoration and reuse of Hangar 1, which is important part of the Navy's history and a Bay Area landmark.

Jeff Segall  
655 California Street  
Mountain View, CA 94041

**Note:**

<sup>1</sup> I am aware that cleanup and restoration of Site 25 to wetlands standards was not part of the Navy's original plan for Site 25, and that it took some considerable measure of input from the community to have the Navy reassess its position. However, for the purposes of this comment letter, these details are not important. What matters is that the issue of reuse was acknowledged by everyone including the Navy as critical to the proposed remedy of the environmental hazard.

**Written on:** September 13, 2008

**Received on:** September 15, 2008

**From:** Karen Holman

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 95G:** I concur with the comment of Mike Makinen below:

I wish to comment on the Navy's proposed plan to remove PCB and other contamination from Hangar One at Moffett Field.

The Navy's proposed solution is incomplete and inadequate. Removing the contamination, including the siding material and leaving a frame will render the hangar as useless for future adaptive reuse opportunities. When NASA agreed to take over the US Naval Air Station Sunnyvale National Historic District in 1994 from the Navy, the expectation was that the property, including the hangar, could be reutilized. NASA invested heavily in a development plan that included Hangar One as a resource for a multiple number of programs. These programs included community outreach for local school children (the Jason project), earth day events, NASA open house for the community, air shows, aerospace and technology conferences, heritage tourism development, short term rental of the hangar for corporate events. Income rent received from many of these events was applied to defray the maintenance costs of the entire historic district. When the hangar was put into a state of lock down in 2002, NASA was denied the opportunity access the hangar and also the stream of income that was previously available to maintain the entire historic district at Moffett Field. This loss of income



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represents a "cost of loss opportunity" that NASA has suffered as a result of a defective property that the Navy conveyed to NASA in 1994. NASA is due compensation from the Navy for this loss of income and also for the other impacts that have resulted from the Navy's inability to bring resolution to this problem in over the past 6 years. This factor was not include in the Navy's Engineering Evaluation/Cost Analysis (EE/CA) report.

The Navy has not complied with substantive provisions of Section 106 of the National Historic Preservation Act with the solution currently being proposed. The Navy is not restricted from funding the residing of the hangar under provisions of the Comprehensive Environmental Response, Compensation & Liability (CERCLA) regulations, a fact that the Navy is on the record for confirming. The Navy has chosen not to reside Hangar One as a decision of preference. By not returning the hangar to a state where it can be adaptively reused, the hangar will be left in a condition that will quickly degrade the unprotected hangar structure from weather and birds. The end result of this incomplete solution will be the decay and destruction of the hangar. The Navy's actions will result in a total loss of historic integrity of the hangar. Loss of historic integrity is an undertaking that does not conform to substantive compliance with provisions of the National Historic Preservation Act. Substantive compliance with the NHPA is required by the Navy under the authority provided by CERCLA for resolving environmental contamination issues associated with national historic districts.

Karen Holman  
Palo Alto, CA

**Written on:** September 13, 2008

**Received on:** September 15, 2008

**From:** Wallace G. Murfit

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 96G:** I am writing to support the demolition of Hangar One.

I have followed the public debate over the fate of the hangar for several years, and I object to its preservation for two reasons:

1. The preservation of the hangar will be costly. The taxpayers of the United States should not have to pay for the indefinite preservation of a useless derelict building, simply because a few people in the surrounding community like to look at it.
2. This is a property rights issue. The building belongs to the U.S. Government (in the form of NASA or the Navy), and if they want to tear it down they should be allowed to tear it down. The radical preservationists who have been blocking the government's demolition should be asked how they would feel if the roles were reversed, and the government was making a similar intrusion into their property rights.

Wallace G. Murfit  
Menlo Park, CA

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<b>Written on:</b> September 12, 2008	<b>Received on:</b> September 15, 2008
<b>From:</b> Paul Thomarios	<b>Submitted Via:</b> E-mail submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 97G:</b> This letter is pursuant to your request for formal comments for the fate of Hanger 1 - Moffett Field. I would like to discuss some practical, historic, and proven insight on some solutions to save Hanger 1. Our company performed the remediation and coatings on the Akron Airdock last year. The Akron Airdock is a mirror image of Hanger 1. It had much of the same, "issues" in terms hazardous material contained in the original construction of each respective structure.</p> <p>The costs and technology expressed in the report "ENGINEERING EVALUATION/COST ANALYSIS REVISION 1 dated July 30, 2008 may have been valid at the time, but since an actual remediation on basically the same structure comprising of the same elements, has been performed. Costs comparatively, have been much less and we believe would be much less than the study indicated for Hangar 1. These cost savings to keep Hangar 1 in its entirety, would comprise of some of the Akron Airdock's historical data of remediation such as: techniques of remediation, access and increased production of difficult areas, products/ new coatings in which have been proven, and other exterior options. These comparative savings would also take into account, cost increases in products, the differential in labor from East to West coast as well as operation and maintenance (O&amp;M). In the Akron Airdock Remediation, strict verification of safety, sampling, testing including air monitoring in accordance with PEL under a third party, as well as EPA guidelines, were all documented during and after remediation. As an end result, the superstructure is now rendered a clean habitable building with almost limitless uses.</p> <p>As you know, Hangar 1 differs from the Akron Airdock in terms of some of the recent exterior improvements. The Akron Airdock has been layered with a rubberized material. Hangar 1 was recently coated with a quickly degradating coating system. Recently we have been in talks with Lockheed Martin to reduce their long-term O&amp;M exterior costs of the Akron Airdock. This specific product mentioned would also do exactly what Hangar 1 would need. This product would provide a long service life in which would encapsulate all harmful contaminants, and would cost significantly less than all of your estimates. The most important facet of this product and it's company, is that it would come with a 25-year warranty, which would include labor and material for that duration as well as an option for warranty extension upon added service. This would significantly reduce O&amp;M costs to nearly nothing on the exterior, and would also be well below both the interior and exterior estimates provided in the study to keep the total building in it's entirety, and more in line with option 10 (removal of siding coating of exposed surfaces) &amp; 11 (total demolition).</p> <p>There is more at stake than to just save a historic structure. This structure may be very important to national security, as it could serve as a west coast docking facility for the High Altitude Airship (HAA) program. Nothing is more important that securing the countries borders. The ability to receive "real</p>	

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time" information from this program, HAA would be crucial in doing just that. The HAA program would require a west coast docking facility. Would it not make sense to destroy something that is there and very viable (once remediated), only to build a new structure at the cost of much more millions to tax payers, rather than remediating the existing? Not only that, but imagine the new job creation that would bring to the area as a docking station. As the Navy moves forward, it would be prudent to ponder these issues, (A) National Security, (B) Job Creation. (C) Historic Preservation. If you have any questions or require any further information, please feel free to contact me at any time regarding any of the information I might have, to help you and your counterparts come to a decision. In the meantime, I am thanking you in for your anticipated courtesies and co-operation in this very important matter to our country. I remain . . .

Paul Thomarios  
THOMARIOS(r)  
One Canal Square Plaza  
Akron, Ohio 44308  
Phone: (330) 670-9900  
www.thomarios.com

**Written on:** September 13, 2008

**Received on:** September 15, 2008

**From:** CDR H. Sanford Gum, USNR-Ret

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 98G:** As a youngster growing up in San Jose, I recall at recess in the morning of 3/3/33 while attending Lowell Grammar School, someone shouted, "There it is!" The Macon flew overhead on its way to moor at Moffett Field. The next week my buddy and I rode our bikes out to Moffett to see that beautiful LTA.ship. Ray and I had been interested in aviation most of our lives. Now we were observing an historical event at its beginning. WOW! This was the beginning of both our Naval Careers, winning those coveted Navy Wings of Gold at Corpus Christi NAS in 1943. I retired after 33 years. The rest of my story is available to whomever is interested.

Now I'll move on to the mission at stake. My opinion is that the NAVY has an obligation along with NASA and the community to restore Hanger One acceptable to all hands. Each should do its part working with leaders of the local community in a copartnership including those in business, industrial, private, and individuals including USA War Vets. This group would share in the load to develop a solution with siding within code requirements for future use, including The Moffett Field Historical Society Museum. No Skeleton!

I belief we have necessary intelligence with those of us interested in working our the details in concert with each other and the DBCRC. I remain of

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interest as a participating citizen.

**Written on:** September 13, 2008

**Received on:** September 15, 2008

**From:** Paul Turner

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 99G:** As a light rail rider I see hanger1 each day. The proposal to strip it will ruin an interesting window into the past from my VTA window. Please consider reskinning in similar form to current building.

**Written on:** September 13, 2008

**Received on:** September 15, 2008

**From:** Winnifred B. Makinen

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 100G:** This note is a comment on the Navy's proposal to remove the PCB contamination from Hangar One, but not to replace the siding or otherwise enclose the structure.

This proposal is not acceptable. In Naval terms, it would be like taking the hull off a ship and then re-launching it without putting on a new hull. We all know what would happen. The remediation must meet the spirit and the letter of the environmental and historical regulations. It should also reflect the Navy's pride in their achievements and dedication to doing the right thing, even when it is difficult.

This remarkable and irreplaceable building deserves a second chance. Once the contamination is removed and the hangar is recovered, this California landmark and U.S.Navy historic icon will be a shining example of adaptive re-use. At the same time it will continue to tell the story of the U.S. Navy and the days of "lighter than air".

**Written on:** August 13, 2008

**Received on:** September 15, 2008

**From:** Harold Carlson, CDR, USN (Ret)

**Submitted Via:** E-mail submitted to Darren Newton, BRAC

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Former C.O. VA-195-Tigers/Dam Busters-Korea	Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<b>Comment 101G:</b> I strongly recommend restoration of Hangar 1 at Moffett. It is an irreplaceable monument to Naval Aviation. Washington has already done enough damage in wiping out virtually all of the military facilities in the Bay Area. NASA could also contribute having received a lot of real estate and buildings from the Navy on the closing down of NAS Moffett Field.	

<b>Written on:</b> September 13, 2008	<b>Received on:</b> September 15, 2008
<b>From:</b> Robb Moore	<b>Submitted Via:</b> E-mail submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<b>Comment 102G:</b> I am responding to the EE/CA for Hangar One. I would like to register my disappointment at the Navy's proposal to leave the Hangar with only a metal frame. The proposal is absurd and the Hangar will be destroyed by neglect. Please reconsider and restore the Hangar to a usable structure. By doing so it will be a tribute to the Navy and show respect for our past history.  Robb Moore San Jose, CA	

<b>Written on:</b> September 13, 2008	<b>Received on:</b> September 15, 2008
<b>From:</b> Honor Spitz	<b>Submitted Via:</b> E-mail submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<b>Comment 103G:</b> Good grief!! You're proposing stripping Hanger One (at Moffett Field) of his skin and then letting the poor old guy hang out there naked?!! What's the matter with you?!! Have you no shame?!! Don't do it!! Plain and simple.  Honor Spitz Mountain View, CA.	

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<b>Written on:</b> September 14, 2008	<b>Received on:</b> September 15, 2008
<b>From:</b> Jean Bozman, Research Vice President	<b>Submitted Via:</b> E-mail submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> International Data Corp.	
<p><b>Comment 104G:</b> I am sending you this note in my role as a citizen, not in my professional role as a market analyst at IDC.</p> <p>This is the only email system that I have access to, and so I wanted to have this opportunity to comment on the plans to restore/renovate Hangar One at Moffett Field.</p> <p>Hangar One is one of the only historic sites one sees during a drive on Route 101, or during a return flight to the Bay Area on commercial aircraft, enroute to SFO.</p> <p>It is a reminder that, indeed, Silicon Valley has a history -- one that pre-dates the computer revolution of the 1970s and 1980s.</p> <p>During World War II, my father was in the U.S. Navy, training to be a pilot in 1944. He, and many of his generation, flew in the Bay Area, including Alameda Field and Moffett Field. Of course, the hangar housed giant zeppelins/dirigibles, some of which were lost at sea. That is also part of our history here in Silicon Valley.</p> <p>For the children of the Bay Area, maintaining and restoring Hangar One will be a visible reminder of this past, and it could be an educational site for the future. Many children live entirely in the present, and are not aware of the past events that occurred exactly where they live right now.</p> <p>The price tag that was described in the press reports, about \$15 million, could be justified in terms of the educational impact and community events that could take place there, over the next 15-20 years.</p> <p>For all of these reasons, I would like to hope that you, and your committee, carefully consider how to best preserve Hangar One for generations to come.</p> <p>Please let me know what I can do to help with this restoration/preservation effort.</p> <p>Jean S. Bozman Research Vice President International Data Corp. 155 Bovet Road, Suite 800 San Mateo, CA 94402 650-350-6429 (office) 650-814-9097 (cell))</p>	

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650-424-1135 (home office)

**Written on:** September 14, 2008

**Received on:** September 15, 2008

**From:** John Terry

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 105G:** My name is John Terry. I live in Saratoga, California, a few miles south of Hangar 1, Moffett Field. I am a commercial hot air balloon pilot and operate an FAA certificated repair station. (CRS T4YR452N).

I have many happy memories of flying a hot air balloon inside Hangar 1, associated with the Navy Wives support program. I have over 50 hours of flight time in Hangar 1. The event attracted a great deal of favorable attention from the people who attended the Navy Air Show, and it was a wonderful opportunity to tell the story of lighter-than-air craft. If the present plan is carried out, an historical site will be lost.

The Navy's plan to leave Hangar 1 a skeleton is poorly conceived. It may be the cheapest approach for the Navy, but it leaves the job of demolishing or restoring the hangar to someone else. This is an historical site that should be maintained with its present appearance. If the Navy is finished with the hangar, it should be made available in good condition, so it could be used for some other purpose.

John Terry  
18675 Woodbank Way  
Saratoga, CA 95070  
(408) 867-4483

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<b>Written on:</b> September 15, 2008	<b>Received on:</b> September 15, 2008
<b>From:</b> Gail Easton	<b>Submitted Via:</b> E-mail submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<b>Comment 106G:</b> I am writing to request that the Navy respect the concerns of the community and preserve Hangar One. This structure is a community landmark and a truly unique and historic building. Please preserve Hangar One. Gail Easton San Jose, CA	



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<b>Written on:</b> September 15, 2008	<b>Received on:</b> September 15, 2008
<b>From:</b> John M. Caruso	<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 107G:</b> Leave it alone. I'll rent it for \$1.00/yr. Leave the thing, Hangar 1 alone. It has been standing for 40 years. Call me 100 years from now. It still will be there. Leave it alone.</p> <p>John M. Caruso P.O. Box 1434 Los Altos, CA 94023-1434</p>	

<b>Written on:</b> September 15, 2008	<b>Received on:</b> September 15, 2008
<b>From:</b> Barbara J. Fitzgerald	<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 108G:</b> I am writing in support of preserving the Moffett Field Historic Hangar.</p> <p>I understand the Navy has agreed to cleanup the ground contamination and the structural siding. However, it would be totally unacceptable to "turn over" a structural skeleton that would be mercilessly exposed to the elements and rushed to deterioration. I believe the Navy should do a total and complete cleanup <u>AND</u> restoration of the structure, with new siding if required.</p> <p>If we don't continue to preserve significant eras of history, they will be totally forgotten, and the tradition and culture of that era is lost to younger generations.</p> <p>Thank you for your time and consideration.</p> <p>Barbara J. Fitzgerald 1215 Astor #14 Ann Arbor, MI 48104</p>	

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<b>Written on:</b> September 5, 2008	<b>Received on:</b> September 9, 2008
<b>From:</b> Preservation Action Council of San Jose	<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> PAC-SJ	
<p><b>Comment 109G:</b> The Preservation Action Council of San Jose (PAC-SJ) has gone on record as opposed to the Navy's proposed demolition of Hangar One at the former U.S. Naval Air Station Sunnyvale. We have expressed our concern to our local Congressional delegation and I am forwarding our comments to you as well.</p> <p>On July 30, the US. Navy Base Realignment and Closure Commission released its recommendation for removing hazardous materials from Hangar One. As concerned Californians and historic preservationists feared, the Navy has chosen to remove the contaminated exterior sheathing of the hangar, coat the underlying skeleton, and leave the massive building a shell.</p> <p>Completed in 1932 to house Navy dirigibles, Hangar One is listed on the National Register of Historic Places. Hangar One is an important part of California and the nations aviation and military history as well as a rare, irreplaceable resource. Contamination from chemical pollutants discovered in 2003 rendered Hangar One unusable, and the Navy was charged with removing the environmental hazard from the structure. Continued concern over the potential fate of Hangar One led the National Trust for Historic Preservation to list the building as one of America's 11 Most Endangered Historic Places this year.</p> <p>We find the Navy's proposed solution to remove hazardous materials from Hangar One and leave the building a skeleton to not be acceptable. We understand that environmental hazards present at Hangar One must be remediated, but the historic value and reuse options for the hangar should not be destroyed or compromised in the process when viable alternatives exist. The Navy's current plan to remove Hangar One's exterior sheathing and all interior structures makes reuse of Hangar One difficult and does not fulfill what we believe is the Navy's responsibility to minimize harm to the historic resource, or leave the hangar in a usable condition.</p>	

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<b>Written on:</b> September 9, 2008	<b>Received on:</b> September 12, 2008
<b>From:</b> Jim Cherry, Executive Director	<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Academy of Model Aeronautics (AMA)	
<p><b>Comment 110G:</b> I am Jim Cherry, Executive Director of the Academy of Model Aeronautics. The Academy is one of the largest aeromodeling associations in the world. Currently our membership is more than 150,000 members with Bob Brown 2,500 chartered clubs. The Academy was established in 1936. We are a (501(c)(3) not-for-profit organization. Our facility has 1,100 acres where our members come to fly and compete in many different venues of aeromodeling. Our facility also includes the National Model Aviation Museum, the world's largest model aviation museum.</p> <p>It is my understanding that there has been a proposal to restore the dirigible hangar at Moffett Field. The Academy is in full support of the restoration. We have a number of members who use the facility on a regular basis to hold regional events that qualify them as team members to compete at a world championship level.</p> <p>I am most familiar with the BRAC process. Restoration of the dirigible hangar would be a way to give back to the community. The hangar could provide both direct and indirect employment, create tourism, and be an overall boost to the area. There are many opportunities that could be realized by restoring the hangar.</p> <p>Aeromodeling has been around for years and is much a part of history as well as a big part of the future! Please allow Hangar One a chance to be part of the future!</p> <p>Thank you in advance for your consideration!</p>	

<b>Written on:</b> September 8, 2008	<b>Received on:</b> September 9, 2008
<b>From:</b> Kira Od	<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 111G:</b> As a longtime resident of the Mountain View/Sunnyvale area, I would like to express my hope that the Navy can somehow preserve Hangar One so that it will remain standing. Whether this is accomplished with steel or fabric is unimportant to me. I would just like the structure to</p>	

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continue to stand. It is a beautiful and magnificent piece of functional architecture that has left many adults' and child's mouths hanging open.

**Written on:** September 4, 2008

**Received on:** September 9, 2008

**From:** David Hoyt, President

**Submitted Via:** Letter submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Friends of SpaceWorld

**Comment 112G:** I write on behalf of the Friends of SpaceWorld (formerly California Air and Space Center), a community grassroots organization that wants to use aviation and space exploration to inspire the next generation of scientists, engineers, and explorers. I also write as a long-time resident of Silicon Valley, who is concerned with saving iconic elements of the region's history for future generations.

I appreciate the effort that the Navy has put into consideration of alternatives for addressing the contamination of Hangar One at Moffett Field. I was surprised, however, to read the Navy's recommendation that the contaminated hangar sidings be removed, and the skeleton be coated and left exposed. While this may have been expected to address previous strong community reaction to earlier ideas of demolishing the hangar, in practice it seems to be little more than demolishing the hangar without the public spectacle of razing the building.

The Navy claims that its responsibility is to remove the source of contamination, not to restore the facility to a usable condition. This claim is based on a narrow interpretation of the relevant regulations. It is difficult to believe that this parsing of words was the intent of these regulations. Are there other buildings that have had contamination issues addressed in this way? Has the Navy removed asbestos ceiling tiles without replacing them? Has a building's roof been removed, and the building been left exposed to the elements? Has a bridge roadway been removed and not replaced, leaving the support structure intact? While these examples may seem ridiculous, they are the functional equivalent of the Navy's recommendation for Hangar One.

At Moffett Field, previous cleanups of the natural environment have included restoration, involving bringing in substantial amounts of material and working to restore wetlands. The interpretation being used for Hangar One would have stopped at digging out the contaminated soil. Restoration was clearly interpreted to be required in this case. Why is it not a requirement for Hangar One? Have there been other structures that have been decontaminated and put back into a useable condition? If so, why is this not seen as a requirement for Hangar One?

I understand that the Navy's estimate of the cost of replacing the siding is based on two separate projects—Alternative 10 to remove the sidings, and an unrelated effort to reside the hangar. This would be expected to add substantial cost, compared to an integrated project to decontaminate and restore the hangar. An alternative that has been extensively evaluated by concerned citizens with the appropriate expertise is the use of a fabric covering after the contaminated sidings have been removed. This is believed to be much less expensive than the alternatives considered by the Navy. The Navy should

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evaluate this alternative.

If Alternative 10 is implemented, it will leave an unusable structure. This structure will be difficult to restore, since restoration will not be part of the design of the decontamination project. The Navy delivered Hangar One to NASA in 1994 as a building that could be, and was, used for a wide variety of purposes. It was closed due to contamination that is the responsibility of the Navy. Addressing this contamination by leaving an enormous skeleton, usable for little beyond the nesting of birds, and destined for destruction by decay, is an abandonment of the Navy's responsibility.

Separating removal from replacement of the siding will greatly increase costs. Once the scaffolding and infrastructure is in place to remove the contaminated siding, it will be substantially less expensive to replace it than to remove the scaffolding and then reinstall it at a future date. An integrated removal/replacement project would be far more cost effective than the suggestion incorporated in the Navy's proposal.

The suggestion that a future tenant will replace the covering is probably unrealistic. The hangar is so large that it is extremely unlikely that it will be utilized by a single tenant. More likely, it will be shared by a number of tenants—but none would have the resources to cover the hangar, and none would commit to moving in if it was not covered, a classic chicken-and-egg dilemma. The increased costs due to separation of removal and replacement of the siding exacerbates this problem.

Finally, Hangar One is an important part of the history of not only the San Francisco Bay Area, but also of the Navy. I would hope that the Navy would embrace this history, and want to preserve it for future generations. I urge the Navy to reconsider its recommendation, complete the project, and return Hangar One to a usable condition.

**Written on:** September 9, 2008

**Received on:** September 9, 2008

**From:** Lou Girods

**Submitted Via:** Comment sheet submitted to Darren Newton,  
BRAC Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 113G:** Born in the 1930's, I have been an admirer of Hangar 1 and I would like to see the complete restoration, such as was done to the sister Hangar in Akron, Ohio.

I am certain that reuse of the Hangar can be found by the many brilliant individuals found in the Bay Area.

Lou Girods  
7864 Belknap Drive  
Cupertino, CA

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IR SITE 29, HANGAR 1  
FORMER NAS MOFFETT FIELD  
MOFFETT FIELD, CALIFORNIA**

<b>Written on:</b> September 11, 2008	<b>Received on:</b> September 1, 2008
<b>From:</b> L. Beth Bunnenberg	<b>Submitted Via:</b> Comment sheet submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 114G:</b> As an advocate for the historic preservation of Hangar One, I urged US Navy EE/CA hearing 8/26/08 to not only retain the frame (Alt 10) but to return a protective exterior “skin” to the hangar. RAB Board Chair Bob Moss spoke of a newly developed coating now being used on a similar hangar in Akron, Ohio (see Alts 3, 4, and 5). Further information from Akron indicates this coating successfully contains the contaminants. Also vacuuming the surface is a more efficient method of cleaning and containing the surface contaminants than pressure washing. Using vacuuming on the whole interior and exterior of the hangar would greatly reduce the amount of toxic waste to be transported from the site to a suitable disposal site. Leaving the building whole would also not necessitate the re-location of the major electrical and mechanical station within the hangar. The new coating solution provides for the following:</p> <ul style="list-style-type: none"> <li>Safe containment of contaminants</li> <li>Reduced costs</li> <li>Greater protection of the environment of adjacent areas and San Francisco Bay</li> <li>Excellent preservation of a National Register Historic Landmark</li> </ul> <p>I urge the Navy to accept this alternatives.</p> <p>L. Beth Bunnenberg 2351 Ramona Street Palo Alto, CA 94301</p>	

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<b>Written on:</b> September 9, 2008	<b>Received on:</b> September 15, 2008
<b>From:</b> Bill Wissel	<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Save Hangar One Committee	
<p><b>Comment 115G:</b> I am writing to request that you reconsider the recommendation for removal of the outer skin of the historic Hangar One at former Naval Air Station Moffett Field. in Mountain View, California.</p> <p>The internal frame work and structures contained inside the hangar were never intended to be exposed to the elements and are not designed to withstand the weather. There are buildings and rooms that are an integral part of the hangar frame work, such as the “cork room”, and electrical rooms, the rail cranes, the elevator facilities that will all deteriorate rapidly if exposed to weather. The roofs of many structures are not sloped, water will pool in these areas. This option will create a maintenance nightmare, and will eventually end in total demolition over time. Skin removal is simply the first step in a process that will lead to demolition by neglect.</p> <p>As you have heard in the public hearings, there is a similar hangar in Akron, Ohio, with virtually the identical coating, which has been restored at a fraction of the Navy cost estimates. The Akron hangar is now in complete use, with people accessing on a routine basis.</p> <p>I am confident that you are aware of the emotional attachment and heritage that the local community feels for this landmark Hangar One. Hundreds of residents and military veterans have spoken up at public hearings and expressed their commitment to Hangar One.</p> <p>Again, I ask that you please reconsider your recommendation to include residing of the hangar.</p> <p>The Navy is doing a spectacular job of fully restoring the wet lands and wildlife areas surrounding Moffett Field, including the reintroduction of native animals to the restored habitats. I ask that the Navy complete their obligation and fully restore Hangar One in that same spirit.</p> <p>Thank you for your time and attention.</p> <p>Bill Wissel 1514 Oriole Avenue Sunnyvale, CA 94087 408-736-4796</p>	

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<b>Written on:</b> September 13, 2008	<b>Received on:</b> September 15, 2008
<b>From:</b> Thomas R. Hart	<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 116G:</b> The proposal of stripping down Hangar 1 at Moffett NAS down to its mere skeletal frame, in order to remove all the asbestos and other pollutants and do not restore it to original structural integrity is unacceptable and not a viable option.</p> <p>Such a monstrosity would be hideous to look at, another eye soar in an urban area of four million people and it would be disrespectful to a historical icon of a important time in American history and highly disrespectful to a great generation of people, who served in World War II in and around that Hangar 1, which is one of the greatest icons of that war in the Bay Area.</p> <p>At Moffett NAS, when it was known as Moffett Field, my own father's Navy unit prepared there before they shipped out to the South Pacific during World War II. Many family members of people from here in California and from all around the nation came through Moffett Field and Hangar 1 during WWII, the Cold War that followed and all during the following 50 years of operations at Moffett NAS.</p> <p>Moffett NAS, Alameda NAS, and Mare Island Naval Station were very important in the United States Navy's efforts in the Pacific Theater during World War II and in the Cold War that followed. In the Bay Area, Hangar 1 is a reminder and an icon of the glorious effort of defeating the Imperial Japanese and thus freeing the Pacific Ocean areas and Asia from their dictatorial domination during WWII.</p> <p>The ONLY RIGHT THING AND DECENT THING TO DO would be for the United States Navy to remove the asbestos and pollutants and restore Hangar 1 to its original prominence.</p> <p>If the Navy itself or the Department of Defense do not have the funds designated for such a project, then by all means 'think outside of the box' and contact Senators Dianne Feinstein, Barbara Boxer and Congressman Anna Eshoo. They all have insisted that they would by all means support the refurbishing of this historical landmark and 'do what is necessary'.</p> <p>All of citizens in the region have contacted these three federal representatives numerous times on this issue and they said they would 'go to bat for it'.</p> <p>I know your role, purview and pay grade in this situation is to solely review the design plan and not the politics of it but the only acceptable outcome is FULL RESTORATION OF HANGAR ONE and I mean the following saying only as a colloquialism (all PETA members remember, this only a colloquialism) but "there is more than one way to skin a cat".</p> <p>If funding a full restoration is the problem, then kick the problem upstairs to the folks who do the legislative relations for the Navy and contact the two senators and one congressman mentioned above and request that they put a funding package together.</p>	



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Once again, just leaving the skeletal remains would be horrible and disrespectful for all those involved. Saying that this ridiculous option is the only available or 'realistic' option is way below the ability, intelligence, creativity and fine traditions of the United States Navy.

I mean this with no disrespect but with a blunt straight-up opinion but to say that the Navy's only 'good option' it to leave Hangar 1 as a morbid skeleton would be nothing more than a flat-out lie. We know that our Navy is capable of much more than that. You guys are way better than that!

In closing, I know that this does not sound appropriate in an urbane, sophisticated region of the country that tends to be, unfortunately, way left of center (the San Francisco Bay Area) but I would like to paraphrase Larry the Cable Guy. By whatever means necessary, get the funding, do the environmental clean-up of Hangar 1, put the money into the total restoration of Hangar 1, make the plans and, "Get 'er done!"

Thank you very much for taking the time to read my letter. God Bless America!!

Thomas R. Hart  
650 Tiffany Drive  
Hollister, CA 95023  
831-637-1819  
[trhart@rocketmail.com](mailto:trhart@rocketmail.com)

**Written on:** September 12, 2008

**Received on:** September 15, 2008

**From:** Anthea Hartig, Ph.D., Director and  
Cindy Heitzman, Executive Director

**Submitted Via:** Letter submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** National Trust for Historic Preservation, Western Office and  
California Preservation Foundation

**Comment 117G:** On behalf of the National Trust for Historic Preservation and the California Preservation Foundation, thank you for the opportunity to comment on the Engineering Evaluation/Cost Analysis, Revision 1, for Installation Restoration Site 29, Hangar 1 Former Naval Air Station Moffett Field, Moffett Field, California (EE/CA). The Navy has pledged to seek the expertise of interested parties to ensure that the substantive requirements of the National Historic Preservation Act and 36 C.F.R., Part 800 are adequately addressed (EE/CA at 3-20).

We support the Navy's proposal to remediate contamination, *only when* such efforts are combined with appropriate mitigation of the adverse impacts to Hangar One and the Shenandoah Plaza Historic District. Adequate mitigation in requires full restoration of Hangar One to a useable form. The Navy has the responsibility to go far beyond its proposal to simply remove contaminants from the structure and fully restore the hangar for the benefit of future

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generations. The Navy's preferred alternative stops far short of preservation and does not properly analyze the costs of restoration.

Background

Built in 1932 to house U.S. Navy dirigibles, Hangar One is one of the largest remaining purpose-built hangars in the nation and a well-recognized landmark in Silicon Valley. Notable for its colossal Streamline Moderne form, Hangar One is also recognized as a pioneering site in Silicon Valley's history of contributions to aviation, space travel, and technology research and development. It is individually eligible for the National Register of Historic Places and an anchoring contributing resource to the Shenandoah Plaza Historic District.

The Navy proposed to demolish Hangar One pursuant to a non-time critical removal action under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) in May 2006. The Navy then perceived full demolition as the only cost-feasible solution to remediate PCB contamination in the Hangar's siding. That proposal generated widespread opposition.

The threat of destruction of this priceless resource led the National Trust to list Hangar One as one of America's 11 Most Endangered Historic Places in 2008.

Interests of the National Trust and the California Preservation Foundation

The National Trust is a private, nonprofit organization chartered by Congress in 1949 to promote public participation in the preservation of our nation's heritage, and to further the historic preservation policy of the United States. See 16 U.S.C. § 468. With the strong support of more than 283,000 members, including more than 29,000 members in California, the National Trust works to protect significant historic sites and to advocate historic preservation as a fundamental value in programs and policies at all levels of government. The National Trust has seven regional offices around the country, including our Western Office in San Francisco, California, which is specifically responsive to preservation concerns in California.

The California Preservation Foundation is a private, nonprofit membership-based organization, founded 33 years ago to educate and advocate for the preservation of historic and cultural sites throughout California. As the National Trust's Statewide Partner in California, we nominated Hangar One to the National Trust for Historic Preservation's 11 Most Endangered Historic Places in 2008.

**A. Alternative 10 Contains an Inaccurate and Incomplete Estimate of Costs**

Several costs associated with the Navy's proposal to leave Hangar One's frame exposed have been neglected in the Navy's analysis. The structure is visually prominent because of its siding, doors, and windows. With these features removed there are very serious safety hazards and potential liabilities that the Navy will pass on to NASA, its current owner. NASA has provided no guarantees that it will be able to restore the structure once the Navy's removal action is complete.

1. Air Traffic Hazard: Leaving the hangar's exposed frame will drastically reduce its visibility, posing a greater risk to flights entering and exiting from the nearby runway. The Navy has not discussed whether it has sought approval from the Federal Aviation Administration for creating

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this air traffic hazard. This approval could result in substantial additional costs for necessary lighting which would create additional adverse impacts to the historic fabric of this building and the historic district.

Additionally, there are serious safety risks to pilots as the exposed frame is likely to become a roosting or nesting site for avian life. Moffett Field is located on the edge of the Pacific Flyway, a major corridor for migratory birds. Measures may be required to address potential risks to pilots at the nearby air field.

2. Seismic Vulnerability: Hangar One was originally constructed to meet 1932 building codes. Since that time more stringent building requirements have been imposed. A more thorough analysis is needed as to whether the removal of siding will make Hangar One even more vulnerable to seismic activity. If so, this alternative may result in additional costs for added bracing and measures to prevent buckling of the steel frame during a seismic event.

3. Costs of Appropriate Historic Mitigation: The Navy has the responsibility to leave Hangar One a useable structure. By leaving a frame of the hangar to its current owner, the Navy has not fulfilled its substantive responsibilities under the National Historic Preservation Act to avoid, minimize, or mitigate adverse effects to the Historic District. Table 5-2 of the EE/CA states that it would cost the Navy an additional \$14.91 million to re-cover the hangar with siding and replace its windows and doors. This is the bare minimum of what we consider appropriate mitigation. The Navy does not provide a breakdown of these expenses or explain why this or other reconstruction efforts have not been included among feasible alternatives.

Moreover, it is likely that the cost of reapplying the sheathing would be substantially less if coordinated with the removal action. The infrastructure necessary to remove the siding, windows, and doors of the hangar should be used to reapply a new visually-similar exterior. Without such coordination, the Navy leaves an excessive burden to NASA and the taxpayers.

**B. Environmental Restoration Requires Structural Restoration**

We realize that this removal action is driven by an attempt to protect the public from hazardous materials. But the Navy has improperly prioritized the environmental component of restoration at the expense of history. True restoration requires that the Navy leave the environment it has contaminated in a useable form. Instead, the Navy intends to impose an immense liability on its current owner to locate a future tenant willing to rebuild Hangar One's exterior and interior. With its historic integrity so seriously diminished, we worry that it will be even more costly in the future to revive Hangar One's unique architectural style on the frame that remains.

**C. The Community Supports Full Restoration of Hangar One**

There is strong community support for restoration. It is the community's interest to have a building that is intact and useable. As stated by U.S. Representative Anna G. Eshoo in a June 16, 2008 letter to the Secretary of the Navy "the hangar is worth far more than the funds needed to save it." This letter was signed by 12 members of Congress.

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While the Navy considered “community acceptance” part of its evaluation criteria in the revised EE/CA, it is clear that there is little community support for leaving just the hangar’s frame. At the Navy’s August 26 public meeting, “most of the roughly 45 people who signed up to speak...called on the Navy to fully restore the hangar, not leave it a ‘birdcage’.”<sup>1</sup> Since the Navy can provide no certainty that the hangar will be restored, Alternative 10 does not satisfy the community’s concerns.

**D. It is Unclear How Navy Intends to Comply with NHPA and the Secretary’s Standards**

The Navy claims that mitigation measures in Alternative 10 “would be performed to substantively comply with NHPA and the Secretary of the Interior’s Standards for the Treatment of Historic Properties (36 C.F.R., Part 68) (EE/CA at 4-39.) It is not clear to us how the Navy intends to achieve compliance.

**1. Compliance with NHPA**

The NHPA requires that the Navy “take into account” the impact of the proposed remediation work on the Shenandoah Plaza Historic District (16 U.S.C. 470(f)). Substantively, this requires that requires the Navy to first avoid and minimize harm to an historic resource. Only when this is infeasible should cataloging and documentation measures be used to mitigate harm. The Historic District has been defined as the Area of Potential Effect for this action. The removal of Hangar One’s siding, windows, doors, and interior, as acknowledged by the Navy, would have an adverse effect on the District. The Navy’s proposed mitigation, however,

barely makes up for this impact and would put the District in imminent risk of losing its National Register status.

Four of the Navy’s mitigation measures merely catalogue the resource’s importance to United States history. These efforts, while laudable, would have no measurable impact on minimizing harm to the integrity of the District. The immensity of Hangar One can never be truly represented by photographs and pictures. Preservation of the hangar’s man-cranes would be done at no additional expense. In fact, these cranes would only be preserved as a matter of convenience as they would be used to enable the proposed remediation work.

The only mitigation that purports to reduce the dramatic visual effect associated with the proposal would be to (1) match or replacing Hangar 1 exterior features with coatings or materials similar in color and appearance to the original hangar; and (2) coat the exposed steel frame with a protective coating similar in color to the former siding. The purpose of these efforts, however, is unclear. As acknowledged in the EE/CA Alternative 10 is “not a permanent solution.” (EE/CA at 5-5). It is unrealistic to assume that coloring the frame of a structure could undo even part of the visual impact that would occur by removing its siding. Moreover, since the original frame was never colored it raises the question of whether such action would conform with the Secretary’s Standards. Clearly delineating the color types and color boundaries would be much more useful when the Navy has a plan in place to fully restore the structure.

**2. Compliance with the Secretary’s Standard**

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It remains unclear how the Navy intends to satisfy the Secretary's Standards. These standards cover the Preservation, Rehabilitation, Restoration, and Reconstruction of Historic Structures. There is no indication that the Navy intends to do anything which complies with these Standards at Hangar One. Therefore, specific standards that will be utilized need to be addressed. We do expect, however, that HAER documentation will be conducted by qualified historic preservation professionals and that an Historic Structures Report will be prepared.

**Conclusion**

The Navy would leave NASA and the public with a structure that is not functional, not useable, and puts an additional burden on taxpayers to raise funds for its renewal. We believe it is the Navy's responsibility to do this work and hope the Navy will complete its responsibility to fully mitigate the impacts of the remediation. Indeed, the best way to commemorate the Navy's technological achievements at Hangar One is to leave it in tact for future generations.

As your preservation partners, we look forward to working with you to assure that Hangar One is ultimately protected to give the public the benefit of understanding its place in local and national history.

**Written on:** September 11, 2008

**Received on:** September 15, 2008

**From:** Amalie Sinclair

**Submitted Via:** Letter submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 118G:** The renovation and future usage of Hangar One at Moffett Field is an important issue for the people of the Bay Area. In 1926, the Bay Area community raised almost half a million dollars to purchase 1,700 acres of prime farmland because of a collective and a heartfelt wish to see the local establishment of the Air Base that would provision and house the West Coast reconnaissance blimp.

The land was accepted by the government, and a token payment of one dollar saw the Moffett Field Naval Air Station established. By 1932, Hangar One was nearing completion and a crowd of 100,000 packed the bayside fields to watch the arrival of sister ship, the USS Akron as it loomed out of the clouds.

Then came ZRS-5 the Macon.

The history of Moffett Field is a complex and an evolving one, passing through many phases and greatly enabling the undertaking of the modern US Air and Space National capacities. The last and perhaps the most significant chapter for Moffett Field took place in 1940 with the preparation of a large laboratory for aeronautical studies. Originally named after Joseph Ames distinguished professor of merit, the 1958 Act of Congress incorporated the

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Ames Air Advisory Committee as the National Aeronautics and Space Administration (NASA), an independent agency of the federal government with a mandate “The exploration of space for peaceful purposes for the benefit of mankind.”

So now we have reached a crossroads in the history of Moffett Field. Behind us we can see with a clear view, both the love of a community and the struggle of those times, ahead of us stretches the prospect of a formative and an highly advanced space age within which NASA Ames will play a leading role.

Many interests converge here; the space age now offers us a dynamic momentum into an uncertain future. The advanced usage of near space allows and also empowers our modern technological abilities. For global communications, for the essential earth observation sciences and for the continuing exploration and outreaches beyond our home planet, space is the now the universal and the very visible arena within which so many of our collective aspirations will certainly be realized.

The tremendous and the transformative ability of modern space-based systems reaches us all immediately within even our mundane and everyday tasks. Computers, cell phones, broadcasts, television and a large part of the everyday organization of life at all levels, depends upon the veracity of the multitude orbiting stations that carry the essential tasks of an information-based society forward.

Our world view is empowered in this way, as we begin to understand the interconnected and the global nature of our human condition amidst the detritus and failings of an earlier industrial age. The tasks we now face are tremendous ones, not only do we inherit a legacy of default for the conservation of the limited planetary resources, but we also find that many dangerous and precipitating factors may begin to act against the future prospects for genuine global stability and a universal prosperity unless we act for intervention directly.

This considerable tension takes place within a tremendously enhanced capacity for communications, and information and educational flows, whose scope is only limited by the dimensions of creativity and the creation of insightful methods towards the resolution of the many very serious problems. Within such a significant search for solutions US civil society looks outwards towards the innovative and sometimes ingenious space sciences that have such an inestimable value.

For the finding of pathways and prospects against the turbulence of a world in transition, so much has been done already, permitting a glimpse of how our important space enabled abilities can function to bring forward analysis, expertise, participation and accomplishment, and still so much remains to be done.

US civil society fully appreciates, understands and accepts responsibility for this task, a well intentioned and well motivated community now sets out to take in hand the unforeseen and unknowable future outcomes.

The great work of our times is a different one, it will not be accomplished by soldiers, statesmen or corporate leaders, this time it will be accomplished by our communities. Communities of peoples who now look to understand and to care for each other, and to find the skillful means, the insight and the compassion to bring forward a brilliant light for a world in transition. The peoples of the Bay Area are both able and confident in the profound search to

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find restitution from the shadows of the past. Let us not forget that these endowed communities have watched the emergence of the advanced high technologies, they have found their careers and their life work here and they have a practical experience and genuine understanding for the worth and the value of global development within the space-based implementations and original high tech thematics of today.

Hangar One at Moffett Field offers a considerable and an original resource for such a singular community. It would permit an open and democratic availability for the key conceptual technological venues offering a creative investigation and exposing potential for the critical topics and requirements of today.

Our collaborative reuse concept will start at the beginning of the story. The Hangar is most obviously a future home to the historical legacies of Moffett Field, and of course we would all wish to see the Museum quickly reinstated at that location. A most apt and celebratory situation, because the dedicated community group that has cared for the Museum through so many years is now also able to locate and to identify a refurbished and durable condition for the historically significant building. The veterans of our air history could readily obtain a flight club here and even take some short trips around in a range of vintage craft that still find some wings. Airplanes come in all shapes and sizes, some of them would no doubt be found in the hands of the aero-light model planes enthusiast who would contract a team for engaging routes around the still and protective interior atmospheres. The Hangar would also find a compatible home for the retired space shuttle, which would be a big thrill and a delight for young people and a memorable and not-to-be-forgotten visit, they will come back time and again, to visit the youth space camps, to learn and to study how space-based information technology can work for them and for others in all the best possible ways.

Covering a floor area of around 8 acres, there is room for so many of our forward looking space cadres young and old and for so much more.

Because information technology is such a consolidated medium of exchange it now becomes possible to create and to experience an innovative technological hub. Using the Hangar in this way will mean engaging for long term corporate, nonprofit and governmental investments, not so much for funding although that will be one consideration but for something far more intangible and far more significant.

Hangar One community outreach must seek to represent an overview of how and why space-based and communications mediums are changing our world. Seen in real time on the Hangar Screens, the cargo flights of Airlifts for Humanity show us the immediate impact of our distributed bounty, breaking down boundaries of cultural identity to reveal the sympathy and consideration that lies at the heart of all our interchange.

The digital displays of Hangar One will give also give us comprehension of the valuable nature of the global information flows, where they operate and what they can achieve. As the near earth observation platforms relay their fabulous statistics and extraordinary analytical abilities, we watch enthralled to see the opening up of a profound and a living world map, that contains not only the ocean currents, the fields and the forests but also points us towards the more poignant and interior maps of the human condition.

We walk out into the plaza and glance back at the bulk of Hangar One, against the sky the roof shines under the canopy of solar array, beautifully ornamented by flower-like wind turbines powering up against seasonal inclemency. The housing shines dazzling bright in the sun, broken only by the

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reflecting lines of windows that look far out into the world. The lattice work of water collectors modulates the side elevations and at either end sit the powerful and self-sufficient holding tanks.

Of course, Hangar One is a very green building, a fine example of a state-of-the-art transition into the futuristic vision of a world to come.

In front fly the flags of the nations, we walk over to the copper cubes that house the stairways and descend into the cool domains of Big Blue super computer. This is where we will find the other maps, the ones that are so much more important to us than the maps of the material sphere, these are the statistically enabled computational maps that cannot only show us in fluid motion our environmental future but can also show us how and where medicines are being mobilized against the immediate spread of disease, how many types of foods are being grown and where they are being consumed, how advanced analysis for economic flows can inform both prosperity and the burgeoning development process and even how many birds are currently migrating across the Asian sub continents.

Later we drop in on a concert being held by NASA Ames in honor of a visiting head of state, the orange peel doors swing back against the night air. Inside the seating tiers are adjusted, amongst the vaulted beams pin point lights glow, presently Beethoven's Ode to Joy can be heard from a distance, beyond the chirping grasshoppers in the fields by the water. Have we finally arrived somewhere we want to be, in imagination perhaps, now we will need to confirm the reality.

US Space Policy is guiding factor for global leadership, such well intentioned foreign policy outreach can create economic advancement amongst all the nations of the world, through the information enabled implementation of advanced problem solving capacities. A forward looking space policy can create a genuine and an enduring global security working from the near-earth for the earth. Internationalized space attributes will enable nonproliferation and will optimize essential crisis containments. Space can become the vehicle for a benign and a fully cooperative international global development, one which includes all regardless of race, religion or belief, engaging the civil society condition into accurate representation, assurance of personal rights and open access to education. Such well protected international cyber-capabilities will ensure that all people everywhere are respected and are properly acknowledged.

Hangar One future use will be indicative of the original and inspiring conceptual conditions. It will not only be an asset, it will be the first of its kind and it will be a pleasant and an amenable place to spend an afternoon with your family. This remarkable public facility will show US and the world the direction forward for space development, it will readily engage for the International space agency consortia working together for lunar settlement and one day soon it will bring us a live video feed from the lunar surface.

Can one small 8-acre building really hold all of this, why not, after all the Large Hadron Collider went on line yesterday, 27 kilometers of "nothing much", apart from the glimpse of a primordial state, so eight acres of "something more" might make a real difference.



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<b>Written on:</b> September 3, 2008	<b>Received on:</b> September 3, 2008
<b>From:</b> Mary Girodo	<b>Submitted Via:</b> Comment sheet submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 119G:</b> I advocate for restoring Hangar 1. It has an emotional impact for me when I first see it when returning home and flying into S.J. Airport. It makes me feel “welcome to the Bay Area” and “at home”.</p> <p>Although costly to restore, I believe good use of it could be made by turning it into an aviation museum, and that restoration costs would be recouped.</p> <p>Mary Girods 7864 Belknap Drive Cupertino, CA 95014</p>	

<b>Written on:</b> September 4, 2008	<b>Received on:</b> September 4, 2008
<b>From:</b> Jessie Perez, Retired Engineer	<b>Submitted Via:</b> Comment sheet submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 120G:</b> Hangar 1 at Moffett Field must be restored for our children and future generations. The estimated cost of \$27.5 million to re-skin in steel siding is very little compared to the spending of studying committees in this country. Our future generations should be able to see it as it once was. If action keeps delaying, the cost keeps rising. The Navy needs to act now.</p> <p>Jessie Perez 4437 Adragna Court San Jose, CA 95136</p>	

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ENGINEERING EVALUATION/COST ANALYSIS  
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FORMER NAS MOFFETT FIELD  
MOFFETT FIELD, CALIFORNIA**

<b>Written on:</b> September 4, 2008	<b>Received on:</b> September 4, 2008
<b>From:</b> Melanie Hubble	<b>Submitted Via:</b> Comment sheet submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<b>Comment 121G:</b> I remember looking to Moffett Field from the hilltop with binoculars, what an amazing sight to see. Hangar One is what greets us when we fly into San Jose Airport. It is an historical sight and should be restored and preserved as one of our American landmarks.	

<b>Written on:</b> August 30, 2008	<b>Received on:</b> September 1, 2008
<b>From:</b> Eberhard Holweger	<b>Submitted Via:</b> Letter (with newspaper article clipping) submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 122G:</b> I want to echo what many attendees at last Tuesday's meeting have expressed, namely, that removing toxics from Hangar I and stripping it of its shell are not the solutions to preserving Hangar I. Here are my reasons:</p> <ol style="list-style-type: none"> <li>1. Restoring Moffett Field for civilian use by de-toxifying it, does not ready it for civilian use. While I appreciate the efforts by EPA and the Navy, the latter must be the ultimate goal.</li> <li>2. The US Navy is depriving itself and the Nation of preserving a part of the Navy's and the country's aviation history by stripping Hangar I of its shell. The skeleton that would remain would accelerate its deterioration and be very unsightly to boot.</li> <li>3. Serious efforts must be made for re-use of Hangar I and many good suggestions have been made: a) Use of Moffett Field and Hangar I for Humanitarian/Emergency airlifts and other efforts in cases of Fires, Floods, Earthquakes etc.; b) Use as a West-Coast Branch of the Smithsonian Air and Space Museum by combining the current Museum at Moffett Field with the Hiller Aviation museum in San Mateo, NASA memorabilia etc.; c) by enhancing the attraction for tourists from around the country by holding special events (air shows, NASA exhibits for example) and use the revenues to pay for maintenance of Hangar I and Moffett Field; d) focusing on the revival of 'Lighter-than-air' dirigibles coming to Moffett Field in the fall of 2008.</li> </ol>	

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4. Details of the cost-estimates in the proposals made last Tuesday were not made available to the attendees. Have competitive bids been obtained? Who were the bidders and what are the cost differentials between re-paneling Hangar I versus covering the skeleton with a 21<sup>st</sup>-century, state-of-the-art material that meets environmental as well as esthetic and historic criteria?
5. Has EPA provided realistic evidence that there is a current danger to humans and the environment if not every last evidence of toxic material is removed. Are there current law-suits pending by military or civilian personnel claiming that their health, while working at Moffett Field, has been adversely affected by toxins?

I urge the US Navy and NASA as the new 'landlord' for Moffett Field, to give serious consideration to alternatives to Alternative 10. Naval as well as US History is not served well, were this alternative implemented.

Eberhard Holweger  
5733 Camden Village Court  
San Jose, CA 9512  
Tel.: (408) 445-2015

**Written on:** July 31, 2008

**Received on:** July 31, 2008

**From:** Eva M. Salas

**Submitted Via:** E-mail submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Public member

**Comment 123G:** I am not a part of the committee to save Hangar 1. I am just a local citizen who was raised here and VERY happy that this landmark to our great country's Naval presence in the Bay Area is being preserved

Eva M. Salas  
2016 Stockbridge Avenue  
Redwood City, California 94061  
Ph: 650-556-9805  
Cell: 650-520-6476  
[evamsalas@aol.com](mailto:evamsalas@aol.com)

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<b>Written on:</b> September 7, 2008	<b>Received on:</b> September 8, 2008
<b>From:</b> Harold A. Marshman, Sr	<b>Submitted Via:</b> E-mail submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 124G:</b> Just a line from a resident of South Weymouth, Ma. As you may be aware, my town was once a host to N.A.S. So. Weymouth, which had been a blimp base during WWII. The base, now closed, and being used for private ventures, once featured two massive blimp hangars, which dominated the landscape. While the base was still in operation, one was razed and the other modernized. Eventually, in the 90s that hangar was also razed, and finally the base was closed. These hangars are unique structures, and there are few left in the world. It would seem that Hangar #1 would offer an opportunity to expand a Naval Air Museum, as I see there is a Moffett Field museum. Please reconsider the decision to strip the skin of this structure, or worse, raze it, and preserve it for future generations, who never saw or realized what a dirigible was. Are there not blimps in the San Francisco area that could be using this hangar for its original purpose? &amp; nbsp.</p> <p>Thank you for your time and consideration.</p> <p>Harold A. Marshman, Sr 25 Bayley Terrace So. Weymouth, MA 02190</p>	

<b>Written on:</b> September 13, 2008	<b>Received on:</b> September 15, 2008
<b>From:</b> Anonymous	<b>Submitted Via:</b> E-mail submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Public member	
<p><b>Comment 125G:</b> At the request of the commenter, this comment will not be included in its entirety. It will be summarized as follows: The public member is against any restoration of the hangar. Even though he has been a resident of the area for many years, he still believes the money is better spent on other endeavors.</p>	

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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Raymond H. Reck, President/CEO	<b>Submitted Via:</b> Letter submitted at public meeting
<b>Affiliation/Agency:</b> Pacific Warbirds, Incorporated	
<p><b>Comment 126G:</b> As President and Co-Founder of Pacific Warbirds, Inc., a nonprofit military aviation historical organization, I am speaking in defense of preserving Hanger 1 at Moffett Federal Airfield in its original, and now historical, condition. Our organization is dedicated to preserving military aviation history through aircraft recovery and restoration, flight demonstration, and hands-on public education. As such, it is imperative that as a historical preservation organization we speak out to preserve this Naval Historical Monument in our back yard for present and future generations to view and work in as the United States Navy designed and built it to be 74 years ago.</p> <p>I also speak on behalf of myself; a Veteran US Navy AME2 who served on two Vietnam era WestPac Cruises and one of the many thousands of U.S.Navy Veterans who were stationed at Moffett Field, who were trained to fly and, maintain our P-3 Orions in Hanger 1, and who without this training would have been unable to trust our lives to our crewmates and our aircraft while flying thousands of mission hours in hostile environments.</p> <p>Personally, I have traveled the world both in and out of the Navy and I always know I'm home when the unmistakable structure of Hanger 1 comes into view from the airplane window. Whenever I drive up 101 past Moffett Field, I feel an intangible tug to turn into the main gate and head to the Hanger 1 quarterdeck. I have heard from many other Veterans that I am not alone. They have the same experience on a daily basis and we all consider Hanger 1 more than an American Icon, it is our home, indeed our center, and the symbol of our devotion to home and country. A center that has always been there for us, is unwaveringly there every day of our lives, and one that we trusted would always be there as a center for future generations to ground their foundations in flight.</p> <p>Besides the strong personal feelings my Navy shipmates and I have for Hanger 1, she has been the home for training Pacific-bound tactical aircrew and maintenance personnel for the Army Air Corps, U.S. Coast Guard, the Marine Corps, and many other services, both domestic and foreign, making Hanger 1 a distinguished veteran of WWII, Korea, Vietnam, the two Gulf Wars, and numerous unrecorded engagements in between. Notice that I refer to Hanger 1 as she. At a sturdy 1,133 feet long, 308 feet wide, and 198 feet high; Hanger 1 is like a Carrier to those of us who fly Naval Patrol Aircraft. It is indeed our postage stamp on a vast ocean of air when we come home from long patrols at sea. She has a very distinct and welcoming personality all her own.</p> <p>From her commissioning in 1934 by the U.S. Navy to house the Goodyear-Zeppelin's ZRS-5 Dirigible, to her current status as a Naval Historical Monument, Hanger 1 has stood solidly in defense of our country. Myself, Pacific Warbirds, and a vast number of my shipmates, past and present, urge you to save Hanger 1 in its full glory. She has never given a half effort to this country and we should not leave her with only half of her beauty and functionary.</p> <p>While the harmful effects of PCBs were unknown in the 1930s, we need to restore her and put her back in service in tact, this time without the inherently</p>	

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harmful side effects of last century technology. If we can repeatedly store and restore our battle heroes such as the USS New Jersey for present and future service, lets do the same for Hanger 1. Who knows when she will be needed to again serve her country as a base for servicemen and women as they train and go into harms way. Please preserve Hanger 1 as is - for every American.

Raymond H. Reck, President/CEO  
Pacific Warbirds, Incorporated  
17430 Calle Mazatan, Suite 200  
Morgan Hill, California 95037.3775 USA  
408.857.3284  
[rreck@pacificwarbirds.org](mailto:rreck@pacificwarbirds.org)  
URL: <http://www.pacificwarbirds.org>

<b>Written on:</b> August 29, 2008	<b>Received on:</b> August 29, 2008
<b>From:</b> James Madsen	<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, BRAC PMO West
<b>Affiliation/Agency:</b> Orton Development, Inc.	
<p><b>Comment 127G:</b> Orton Development has followed the Navy announcement of its remediation plan for Hangar One, the community's reaction, and the resulting media coverage with interest.</p> <p>As we hope is evident from <a href="http://www.OrtonDevelopment.com">www.OrtonDevelopment.com</a>, we specialize in structuring difficult deals, conducting large scale environmental clean-ups, and rehabilitating large structures. We have developed over 14,000,000 square feet, including, most recently, the Ford Assembly Building in Richmond, CA. That work won a 2008 National Historic Preservation Award.</p> <p>The Navy's may represent the least expensive solution for their problem: the environmental challenges. But because the Navy can't realize the economic, historic, and social value of a rehabbed project like Orton Development can, our calculations and decision differ.</p> <p>We think, subject to our due diligence, we could structure a deal with the following terms:</p> <ol style="list-style-type: none"> <li>1. ODI take responsibility for the environmental issue, accepting that responsibility from the Navy</li> <li>2. Navy pay ODI its budgeted clean-up amount against milestones that assure the clean-up is to prevailing regulation</li> </ol>	

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3. ODI and Ames work together to find tenants that amplify the mission of the Research Center
4. ODI assumes a long-term master lease
5. ODI finances the infrastructure and tenants improvements to accommodate the tenants

It Navy and NASA would be interested in exploring such a relationship, please contact James Madsen at (510) 734-7605 or [jmadsen@ortondevelopment.com](mailto:jmadsen@ortondevelopment.com).

James Madsen  
1475 Powell Street, Suite 101  
Emeryville, CA 94608  
Telephone: (510) 428-0800  
Fax: (510) 428-0802

**Written on:** September 9, 2008

**Received on:** September 9, 2008

**From:** Truman B. Cross, President

**Submitted Via:** Letter submitted to Darren Newton, BRAC  
Environmental Coordinator, Navy BRAC PMO West

**Affiliation/Agency:** Oakland Cloud Dusters Free Flight Model Airplane Club

**Comment 128G:** At the Hangar 1 Public Meeting on August 26, 2008, I did not hear your rank mentioned, so please forgive the possibly insulting Mr. Hangar 1 at Moffett Field is a classic landmark of Naval Aviation, and I am sure that no one would object to a large sign with the old (and wonderful) slogan: Fly Navy. Since the Navy has already budgeted funds for removal of the skin which could be replaced for about half of that amount, it seems strange that the Navy would not want to keep this marvelous building as a monument to those who served in Naval Aviation. Keeping one Carrier Task Force in harbor for another twelve hours would more than cover costs.

Truman B. Cross  
Oakland Cloud Dusters Free Flight Model Airplane Club  
624 South California Avenue  
Palo Alto, California

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<b>Written on:</b> August 14, 2008	<b>Received on:</b> September 9, 2008
<b>From:</b> Jeff Segall and Lenny Siegel	<b>Submitted Via:</b> Letter submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West
<b>Affiliation/Agency:</b> Save Hangar One Committee	
<p><b>Comment 129G:</b> Now that the Navy has released its Revised Engineering Evaluation/Cost Analysis for Hangar I at Moffett Field, proposing the removal of the toxics-laden siding of the Hangar and recoating the underlying structural steel, it is clear that Hangar 1 will remain as a landmark and touchstone for Mountain View, Sunnyvale, and surrounding communities. We consider the Navy's proposal a significant step forward from its previous position, which called for the Hangar's demolition.</p> <p>We also recognize this is only a partial victory. We feel strongly that Navy's responsibilities for Hangar 1 also include recovering the Hangar's structural steel skeleton. We therefore encourage you to join us at the Hangar I Public Meeting on August 26th in Santa Clara to respectfully request that the Navy fulfill its obligations and re-skin Hangar 1.</p> <p>Our Congressional delegation has made it clear, however, that funding to restore the Hangar, whether from the Navy's Base Closure Account or other sources, depends upon the likelihood of a reuse beneficial to the country and to our communities. Now that it appears that the Hangar will not be torn down, we expect numerous groups to propose alternative uses. Thus, the time has come to look beyond the issue of re-skinning and plan for the future re-use of the Hangar.</p> <p>In the late 90's, the cities of Mountain View and Sunnyvale came together to form the Joint Cities Community Advisory Committee on Moffett Federal Airfield (CACMFA). In cooperation with NASA Ames Research Center, this politically diverse Committee evaluated different proposals for the reuse of Moffett Field. We believe a similar process is now appropriate to investigate possible future uses of Hangar 1.</p> <p>We note that the CACMFA explored the reuse of Hangar 1, and that it recommended the Air and Space Center. As their findings suggest, the Air and Space Center had a lot to recommend it at the time, and it appears to be attractive concept today as well. However, the CACMFA report suggests that there were some questions at the time about funding for this venture. The Air and Space Center, which some time ago changed its name to become Space World, may well have faced additional hurdles over the past several years due to the questions about the future existence of its proposed home.</p> <p>Other ideas for use of the Hangar 1 use have been suggested recently, such as an alternative energy R&amp;D facility, a FEMA emergency response stockpile location, and a base for humanitarian relief efforts. All of these ideas seem to be plausible and potentially viable uses, but until they are vetted in a public forum with the involvement of all the relevant stakeholders, much will remain unknown about the pros and cons of these re-use concepts. In the absence of the type of public process we propose, we believe that reuse planning might be mired in controversy, undermining efforts to restore the Hangar.</p> <p>Hangar 1 is a marvel of early 20th century technology and the South Bay's most recognizable landmark. It was a huge asset to our community in the</p>	



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1930's, and with the right choices today, it may become so once again. We ask the City Councils of Sunnyvale and Mountain View to work with NASA to form a Hangar 1 Reuse Advisory Group. We urge you not to miss this opportunity, and we look forward to working with you to make that a reality.

Jeff Segall and Lenny Siegel  
For the Save Hangar One Committee  
[www.savehangarone.org](http://www.savehangarone.org)

<b>Written on: September 9, 2008</b>	<b>Received on: September 11, 2008</b>
<b>From: Brigitte Iwaszkiewics</b>	<b>Submitted Via: Comment Sheet submitted to Darren Newton, BRAC Environmental Coordinator, Navy BRAC PMO West</b>
<b>Affiliation/Agency: Public Member</b>	
<b>Comment 130G:</b> Preservation of history like Hangar One at Moffett Field should be done properly. Demolition is not an option and the Hangar left without a skin will end with the destruction of a historical building. Do it right and it will be useful later (restored) as a museum, or educational facility. Thanks you.	

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<b>Written on:</b> August 26, 2008	<b>Received on:</b> August 26, 2008
<b>From:</b> Lenny Siegel	<b>Submitted Via:</b> Oral comment at public meeting
<b>Affiliation/Agency:</b> Founding Member of Save Hangar One Committee and Executive Director of the Center for Public Environmental Oversight	
<p><b>Comment 11S:</b> I'm Lenny Siegel, a Mountain View resident, another founding member of the Save Hangar One Committee and executive director of the Center for Public Environmental Oversight. In CPEO's written comments, we'll provide a detailed argument again about why we think the Navy is legally obligated to preserve the hangar. But I want to take a more personal approach tonight. My mother died less than two months ago. My dad died about two years ago. And I've been spending weekends and other times down in Southern California going through their house. And this is a house where they lived, my dad for 60 years, my mom for 62 years. And you go through a house like that that is a lifetime, not a full lifetime, but a lifetime of artifacts. And we threw out the fabric scraps from my mother's sewing and took — I helped carry the piano that I grew up with to my son's second story apartment, saved some paintings of my mom to put on my wall at home. We saved these things that we treasure because we want to honor our forebears; we want to learn from our history; and we want to make use of what was valuable and treasure what was valuable in their lives and their work. And the same thing is true for Hangar 1. It's not just a legal requirement, an ARAR, that the Navy has to comply with the National Historic Preservation Act. Preservation is important to us as people, not just the people who worked in the hangar and flew from the hangar, and not just the people who grew up in this area. But it is important part of our lives that we cannot afford to discard along with the fabric scraps and other — you know, like the old tissues that I found in my dad's dresser drawers. You know, this is something valuable. One of the things I saved from my dad's filing system, along with the original payment records from the piano, was a final on the USS Saratoga, 'cause my dad served on the Saratoga the same time Hangar 1 was being built. The Saratoga was another marvel of that era as one of the largest ships in the U.S. fleet. After Pearl Harbor, it helped turn the tide in the pacific, and now it lies in the bottom of Micronesia lagoon someplace through the nuclear weapons testing program, another true historical artifact that's been discarded. We can't afford to do that with Hangar 1. We have to restore it so that we can continue to reuse it.</p>	

## **APPENDIX C**

### **PUBLIC NOTICES**

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## Former NAS Moffett Field Hangar 1 Public Meeting

### ***You're invited to attend the Hangar 1 Public Meeting!***

Join us and provide your comments on the former Naval Air Station Moffett Field Hangar 1 Engineering Evaluation/Cost Analysis (EE/CA). Your oral comments will be recorded by a court recorder for the official record. Written comments also will be accepted at this meeting.

The EE/CA was made available to the public on July 30, 2008 and the Navy is accepting public comments on the EE/CA for a 45-day comment period, ending on September 13, 2008. The EE/CA and the preferred removal action alternative (Alternative 10 – Remove Siding and Coat Exposed Surfaces) will be reviewed at this meeting. After review and consideration of all public input, a decision will be made on the removal action.

**Date:** August 26, 2008  
**Time:** 7:00 to 9:00 p.m.  
**Where:** American Legion Post 564  
2120 Walsh Avenue  
Santa Clara, CA 95050

During the public meeting, you will have the opportunity to provide formal comments for the record on the EE/CA.

#### **For more information about the Moffett Field Environmental Cleanup Program, please contact:**

Mr. Darren Newton, BRAC Environmental Coordinator  
Navy BRAC Program Management Office West  
1455 Frazee Road, Suite 900  
San Diego, CA 92108-4310  
(619) 532-0963 or [darren.newton@navy.mil](mailto:darren.newton@navy.mil)

Ms. Melanie Ault  
Navy BRAC Program Management Office West  
(619) 532-0798 or [melanie.ault@navy.mil](mailto:melanie.ault@navy.mil)

*If you are unable to attend this meeting and would like to make public comments on the EE/CA, please address your comments in writing to Mr. Newton via mail or e-mail at the address provided above. All comments must be postmarked during the public comment period, from July 30, 2008 to September 13, 2008.*

*The EE/CA is available for review at the information repository located at the Mountain View City Library, 585 Franklin Street, Mountain View, CA 94041. For an electronic copy of the EE/CA, please visit: [www.bracpmo.navy.mil](http://www.bracpmo.navy.mil) or by contacting Mr. Newton.*

***We look forward to seeing you there!***



**The David Group**  
216-687-1481

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## NEWS RELEASE FROM BRAC PROGRAM MANAGEMENT OFFICE WEST PUBLIC AFFAIRS

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**FOR IMMEDIATE RELEASE:** 30 July 2008

Contact: Ms. Melanie Ault  
Voice: (619) 532-0768  
Fax: (619) 532-0780  
E-mail: [melanie.ault@navy.mil](mailto:melanie.ault@navy.mil)

### **The Navy invites the community to comment on the Moffett Field Hangar 1 EE/CA**

**SAN DIEGO** – The Navy has prepared an engineering evaluation/cost analysis (EE/CA) for Site 29, also known as Hangar 1, at Former Naval Air Station (NAS) Moffett Field, California. The Hangar 1 siding is contaminated with PCBs which are the regulatory driver for this removal action. Asbestos and lead are also present in interior and exterior Hangar 1 building materials. Pursuant to the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), the Navy is obligated to remediate Hangar 1 to protect human health and the environment. The EE/CA identified and evaluated a total of 13 removal action alternatives. The Navy's preferred alternative, as presented in the EE/CA, is Alternative 10 – Remove Siding and Coat Exposed Surfaces. This will involve demolition of interior rooms within the hangar, removal of the corrugated metal siding and roof material from the hangar, and application of a protective epoxy coating on the remaining steel frame.

The Navy invites the community to attend a public meeting to learn more about the background on Hangar 1 and the EE/CA. The public will have the opportunity to provide written and oral comments on the EE/CA; oral comments will be recorded by a court reporter.

**When: August 26, 2008; 7:00 – 9:30 p.m.**

**Location: American Legion Post 564**

**2120 Walsh Avenue, Santa Clara, CA 95050**

The Navy is also accepting comments during a 45-day comment period starting July 30, 2008 and ending on September 13, 2008. All comments must be postmarked by September 13, 2008. To review the EE/CA, visit the information repository located at the Mountain View City Library, 585 Franklin Street, Mountain View, CA 94041. For an electronic copy of the EE/CA, please visit: [www.bracpmo.navy.mil](http://www.bracpmo.navy.mil)

For more information about Hangar 1 and the environmental restoration program at NAS Moffett Field, please contact Mr. Darren Newton, Navy BRAC Environmental Coordinator, 1455 Frazee Road, Suite 900, San Diego, CA 92108, (619) 532-0963, or [darren.newton@navy.mil](mailto:darren.newton@navy.mil).

[www.bracpmo.navy.mil](http://www.bracpmo.navy.mil)

– usn –